

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

N. LAZARUS,
OPTICIAN
13, Queen's Road Central

No. 22477 號第拾柒百肆千貳萬式第 日式拾月陸閏年午庚 HONG KONG, WEDNESDAY, AUGUST 6, 1930. 叁拜禮 日陸月捌年卅百九千壹英 Price {Single Copy, 10 cts. Per Month, \$3.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 7th, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.
Kowloon Dep.	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05
Yau-mat-ti Dep.	8.44	—	—	—	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45
Shatin ...Dep.	8.56	—	—	—	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55
Tai-po ...Dep.	7.10	—	—	—	9.43	10.03	10.23	10.43	11.03	11.23	11.43	12.03	12.23	12.43	13.03	13.23	13.43	14.03	14.23	14.43	15.03	15.23	15.43
Tai-po ...Dep.	7.10	—	—	—	9.43	10.03	10.23	10.43	11.03	11.23	11.43	12.03	12.23	12.43	13.03	13.23	13.43	14.03	14.23	14.43	15.03	15.23	15.43
Market Dep.	7.15	—	—	—	9.48	10.37	12.47	1.55	2.03	2.11	2.19	2.27	2.35	2.43	2.51	2.59	3.07	3.15	3.23	3.31	3.39	3.47	3.55
Fanning Dep.	7.25	—	—	—	10.00	10.47	12.57	2.05	2.13	2.21	2.29	2.37	2.45	2.53	3.01	3.09	3.17	3.25	3.33	3.41	3.49	3.57	4.05
Sheung-shui ...Dep.	7.30	—	—	—	10.01	10.05	10.52	1.04	1.10	1.16	1.22	1.28	1.34	1.40	1.46	1.52	1.58	2.04	2.10	2.16	2.22	2.28	2.34
Sham-chun ...Arr.	7.38	8.40	—	—	9.07	10.11	10.58	1.03	2.15	3.17	4.00	4.59	5.58	6.53	7.48	8.43	9.38	10.33	11.28	12.23	13.18	14.13	15.08
Canton ...Arr.	—	11.58	—	—	5.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Expensive.

The United States authorities estimate that motor accidents cost them \$500,000 every twenty-four hours.

Sheer Forgetfulness.

Every year, it is reported, more than a thousand cars are left in the streets of Paris by owners who have forgotten them or by thieves who have abandoned stolen vehicles.

British Labour.

It is understood that a London firm has obtained the contract for the construction of 250 miles of roads in various parts of Roumania, at a cost of more than £2,000,000, cars in Ceylon.

Of a total of 24,250 cars in use in Ceylon on May 31, 1930, 8,296 were of British and 11,223 of American manufacture.

The Ford Schools.

Training schools for boys are to be established by the Ford Motor Co., Ltd., both in England and in Russia, and will be run on similar lines to those already in existence at Highland Park and Dearborn, Mich., U.S.A. The English school is to be established at Manchester, but will later be transferred to a point adjoining the new Ford works at Dagenham.

Rapid Battery Charging.

In days gone by charging a battery was often a long and tedious process, the time taken being anything from 24 hours to 48 hours. With what is known as the constant potential system a number of batteries can be charged in parallel, each one taking just the amount of current it requires, the result being that an ordinary battery can be fully charged in eight hours.

Removing the Head.

One of the most certain ways of damaging the cylinder head gasket when "decoking" is to lever the head off with screwdriver or chisel. This method of removing the head not only necessitates a new cylinder head gasket, but very often takes longer owing to the fact that the head comes off slanting and will certainly jam. The simplest method is to undo all the nuts one or two turns and then—after taking great care to see that the magnet is switched off—swing the engine. The compression is very often enough to raise the head.

Test Your Thermometer.

I have come across two cases within the past few months of drivers being rather badly let down by a radiator thermometer, writes "Focus" in *The Light Car and Cyclecar*, the first indication they obtained of the defect being when huge clouds of steam from the overflow pipe led to the discovery of violent boiling. In view of the fact that the thermometers concerned in these two cases were of a totally different type, one fitting in the filler cap and the other being a dial-reading instrument connected to the radiator by a capillary tube, it seems that the moral is to test one's thermometer from time to time to make sure it is not falling into a false sense of security, especially in hot weather.

"LIMIT OF ROAD SPEED REACHED."

WITHDRAWAL FROM RACING-TRACK.

CAPT. BARNATO NOT TO COMPETE AGAIN.

A famous British racing motorist and a famous British motoring firm have suddenly abandoned racing while both are at the height of their prowess. They are Captain Woolf Barnato, and Bentley Motors, Ltd. "I have finished," said Capt. Barnato. "I am not racing cars any more."

Mr. J. K. Carruth, a director of Bentley Motors (of which Captain Barnato is chairman), said:—

"Captain Barnato believes the time has come for younger men to uphold the racing prestige which he and others have helped to gain for Britain in the eyes of the world."

"I understand he is continuing to race motor-boats on the Welsh Harp."

"The reason the firm have decided not to race is that we think the safe limit of speed for modern roads has been reached."

"It is no use making faster and faster cars for the roads of to-day, and in the interests of the safety of the general public we are declining to raise the speed of the Bentley car any higher."

Little More to Learn.

An official statement issued by the firm says:—

"Racing experience has been invaluable. It is now felt, however, that sufficient data have been acquired. There is little more to learn either in speed or reliability at the present moment."

"The firm's entries for the Irish Grand Prix at Dublin next month are withdrawn, and Bentleys will not race at Le Mans next year."

"Should conditions change within the next year, or two we shall reconsider our position."

Capt. H. R. S. Birkin, a well-known racing driver who owns several Bentleys, announces that he is in no way affected by the firm's decision.

Fearless "Skidder."

Captain Barnato is one of the finest racing drivers in the world. At Brooklands and in road racing he has won international classic races time and again.

His most recent success was at Le Mans, when, after a terrific duel with Caracciola, who was driving a Mercedes, Captain Barnato (partnered by Commander Glen Kidston) won the Grand Prix d'Endurance, which is still the world's most arduous race.

Only a week or two before he won the Double Twelve race, organised by the Junior Car Club at Brooklands.

Many have watched him skidding at 130 miles an hour. The skids were deliberate, and were part of the technique which enabled him to corner a degree faster than most other drivers.

IS A STEAM-WAGON A MOTOR-CAR?

BENCH HOLD THAT IT IS.

An interesting point of law was raised at Ellersmere Port recently in a police prosecution against a steam wagon driver, who was charged with making excessive noise.

Mr. Pidgeon (Liverpool), solicitor, submitted that a steam wagon was not a heavy motor-car, but the police contended that it was the Bench upheld the view that the case came under the Motor-car Act.

Mr. Pidgeon submitted that the Act related to motor-cars up to four tons and challenged the police to show that a steam wagon weighing over five tons could come under the regulations.

Superintendent Euston called a steam wagon had to show identification numbers like a motor-car and was a much a motor-car as was a motor-cycle.

Mr. Pidgeon asked if the police would amend the summons, but Superintendent Euston declined.

The driver of the steam wagon was fined ten shillings.

REAL MYSTERY CARS.

COMPLICATED ELECTRICAL EQUIPMENT.

I wonder, writes "Focus" in *The Light Car and Cyclecar*, how many of us really understand the electrical equipment of our cars? Not 10 per cent., probably. It is true that the reliability of modern system makes it unnecessary for us to know the details of the dynamo winding or how to rewire a cut-out, but I think we should be given rather more information than is to be found in the average instruction book.

I sometimes wonder whether the normal system on a car is not unduly complicated; possibly this is unavoidable, but it could, at least, be explained fully. There are plenty of drivers whose wireless knowledge would enable them easily to grasp the wiring system of their cars.

Diagrams and so on are issued by most makers, but I suggest that they are not nearly so comprehensive as one could wish.

GIANT SPEEDWAY ON THE WASH.

TREASURY GRANT OF TIDAL LANDS.

WORK "MAY BE STARTED SOON."

Motor speed kings may soon be able to make their bids for world records in England instead of going to Daytona Beach.

A communication has been received by the Automobile Racing Association to the effect that the Lords Commissioners of the Treasury are prepared provisionally to make a grant of tidal lands for the Association's Wash speedway scheme.

The grant would be at a price which, it is understood, is considered to be satisfactory to the Association. Eight thousand acres are involved in the grant, while another 2,000 acres of privately owned land will be included in the scheme. This smaller section is the property of 47 frontagers, with whom the Association has been in negotiation.

"Our proposals to these frontagers have met with cordiality,"

said an official of the Association. "The grant results from the Board of Trade inquiry held in Boston in January, when the whole scheme was considered. Following the investigation we were informed that the Board of Trade could definitely approve of the scheme from an engineering standpoint."

The next stage will be for the directors of the Automobile Racing Association to consider the Treasury's offer, which will almost certainly be accepted. In that event work may be commenced quite shortly. The scheme will, it is estimated, provide employment for 3,000 men for eighteen months to two years.

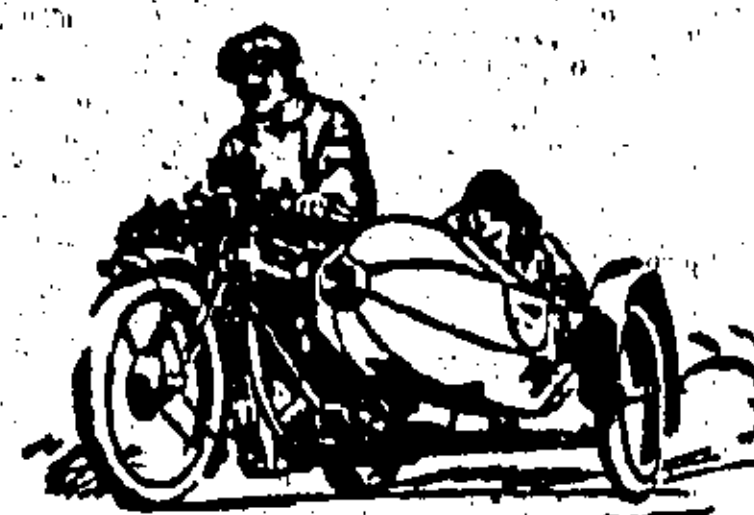
The proposal is to build a straight concrete track nearly fifteen miles long and 200 yards wide along the north shore of the Wash. A monster breakwater 31ft. high will be built from Skegness to Freiston, Lines, and this will reclaim a stretch of the Wash fifteen miles long and a mile wide.

"On this will be constructed a monster speedway twice the length of Daytona Beach, on which world speed record bids can be made. The scheme also provides for a waterway for motorboat trials, and a T.T. track eight miles in circuit which will contain replicas of the most famous hairpin bends and tortuous corners in the world. Stand accommodation will be provided 200,000 spectators."

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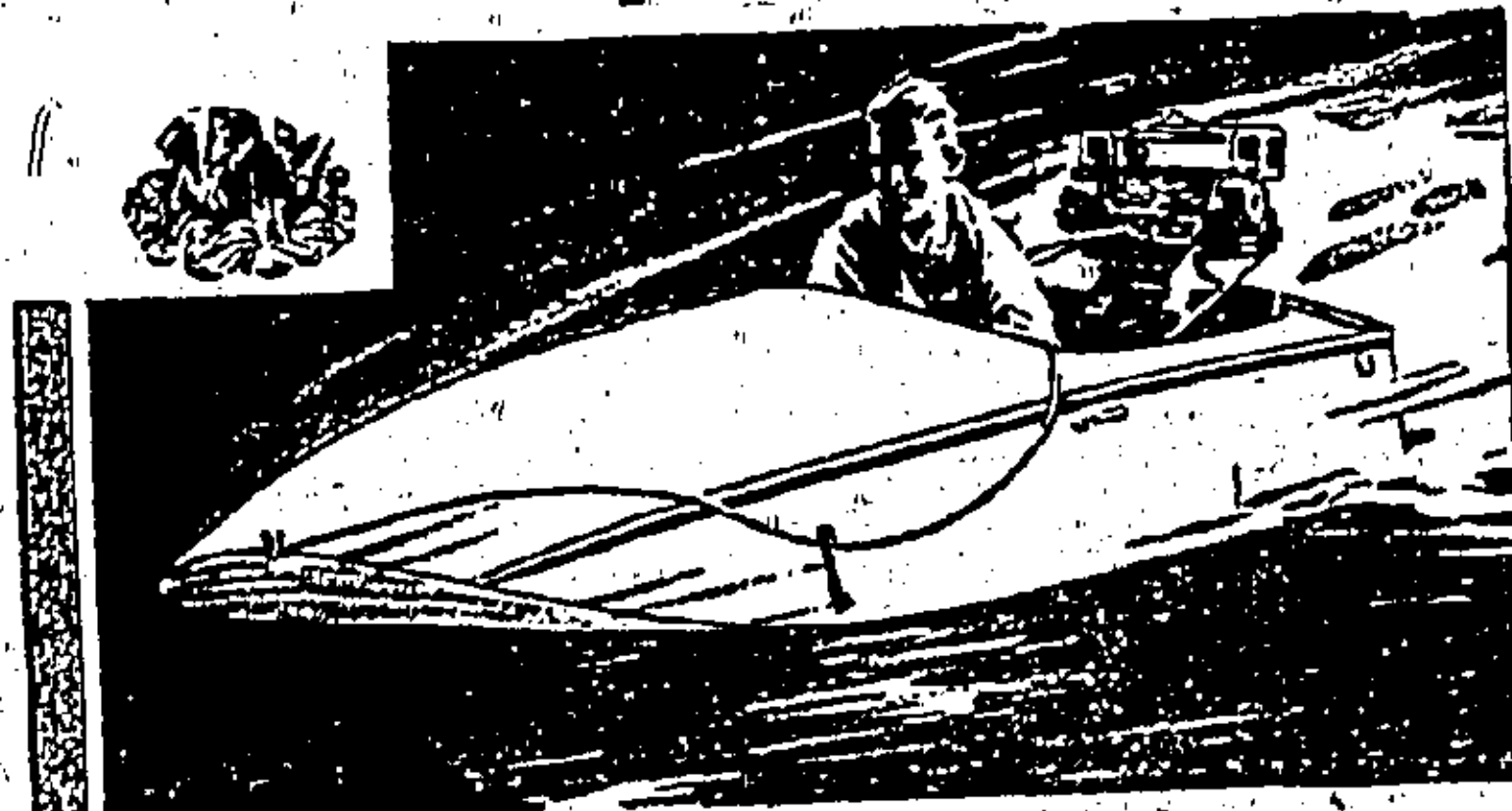


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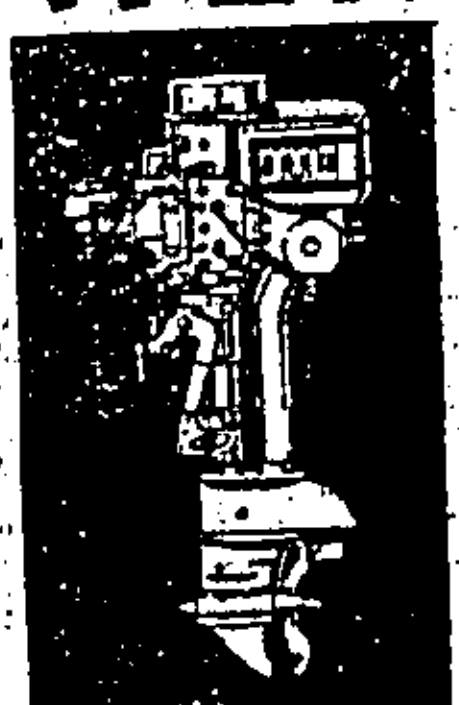
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FOR speed look to Johnson Sea-Horses. These outboard motors now hold more existing speed records than all other makes combined. A Sea-Horse "32" has skimmed across the water at the amazing speed of 49.34 miles per hour!

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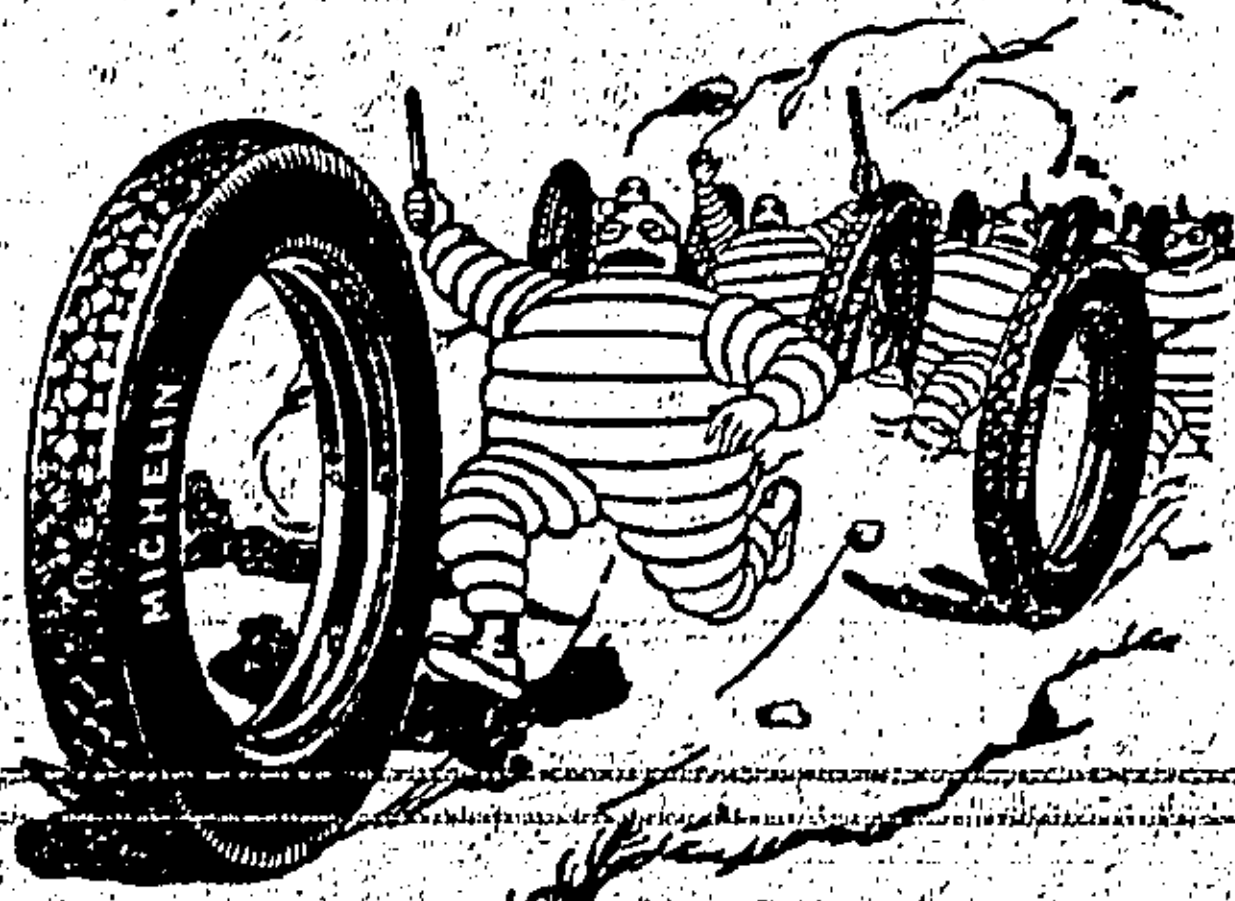
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gine, new hydraulic shock absorbers add relaxing comfort.

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No car so moderately priced has ever contained so many costly features.

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MODERN MOTOR SERVICE

MOTOR NOTES.**MOTORCYCLISTS
AND SUNDAY SPORT.**

ENGLISH CLUBS DIS-
APPROVE.

That Sunday sporting events in the motor-cycle world do not meet with the approval of responsible opinion in the ranks of motor-cyclists is evidenced by a leading article which appears in a recent issue of *Motor Cycling*. The following are extracts:—

"The views of *Motor Cycling* on Sunday competitions are well known. We have never hesitated to say that to run a trial through a populous district on a Sunday is to add to the unpopularity of motor-cyclists with the general suburban public, whilst grass-track meetings and kindred forms of sport are naturally open to the same objection when held on that day.

"We are glad to learn that the line that we have taken is receiving the support of the clubs. During the past week we have received communications from the Sunbeam M.C.C. and the West Kent M.C.—two of the leading clubs in the London area—in which they inform us that they have resolved to withhold their support from any competitive road events held on Sundays in Kent, Surrey or Sussex, in which the first man is scheduled to finish after 10 a.m.

"It is not too much to say that the timely move of two of its principal constituents has altered for the better the entire situation in the South-Eastern Centre, and a powerful blow has certainly been struck on behalf of the best interests of motor-cycling sport in the southern countries. We need hardly add that we look for similar declarations of policy from other clubs, now that the lead has been so firmly set."

THE FIAT CAR.

SIGNIFICANT SUCCESSES
OVERSEAS.

Fiat cars have recently scored several brilliant successes in both Africa and Australia.

In Africa the Easter Tourist Rally, a big reliability trial organised by the Shell Co., was won in splendid style, and for the second time, by a Fiat car. This trial is run on very similar lines to the principal European contests of the same kind (Monte Carlo Rally, San Remo meeting, etc.), that is, the classification is based on a number of different factors, amongst which are the distance actually covered, speed, and the number of persons carried.

This year a model 521 Fiat, driven by Messrs. Cohen and Scali, was classified absolute first, whilst a little 500 Fiat, driven by Mr. Palermo, Managing Director of Messrs. P. Adam & Co., Fiat Concessionaires for Algiers, and Mr. Capponi, Works Manager of the same firm, was awarded second place.

These two cars covered, in less than two days, the 1,400 miles between Mogador (a small town on the Atlantic coast, in eastern Morocco) and Biskra, the rallying point, crossing the Atlas mountains, at racing speed.

Whilst the news of this splendid success was being cabled from Algiers, from Melbourne were announced further striking Fiat victories. This time it was the latest Fiat model, the "514," that focussed attention upon itself at the Antipodes, manifesting in an unmistakable manner its superior class. In the important annual events organised by the R.A.C. of Melbourne, Mr. K. Riordan who last February won the Mount Martha hill-climb on a 509 Fiat, made the fastest time in his class for the flying half-mile, driving a brand new 514 Fiat.

The same car also took part in the two days' reliability trial, on April 4 and 5, over a most difficult course of 550 miles, and was awarded maximum marks for its regular running and the perfect mechanical condition in which it finished.

These successes serve to show once more that Fiat cars are not only known and appreciated all over the globe, but that their superiority asserts itself more and more in every country.

"SPEED-COPS" IN BRITAIN.

ANNOUNCEMENT IN
PARLIAMENT.

Police mounted on motor-bicycles, known in America as "speed-cops," keeping a look-out for the road-hog and able to chase and catch him, will shortly be a feature of the British high-road.

Mr. Herbert Morrison, the Minister of Transport, announced during a debate on the Road Traffic Bill, in the House of Commons last month, that he will place Road Fund money at the disposal of the police to equip and maintain motor-bicycles, or fast motor-cars, for traffic vigilance.

Mr. Morrison had this shot in his locker when he let the House decide by a free vote on the report stage of the Bill whether the twenty-miles-an-hour speed limit for motor-cars carrying fewer than eight passengers should be abolished, or whether a new speed limit of thirty-five miles an hour, which Dr. Salter proposed, should be adopted.

Two Votes to One.

The House decided by two to one that the speed limit should be abolished. Dr. Salter's motion being defeated by 180 votes to 99, a majority of 81. The Government's proposal to abolish the speed limit has been challenged at every stage of the Bill, but it is now certain that the speed limit will disappear.

**MODERN MOTOR-CAR
IS EASIER TO DRIVE.**

DRIVING SIMPLIFIED.

In a by-gone day the man or woman who could drive a motor-car was considered somewhat of a craftsman. To be able to drive was to be possessed of an unusual ability. And the woman who drove her own car was an unusual personage. But to-day all that has changed. Driving is almost second nature to millions, and the woman driver has won her laurels.

And why shouldn't driving be easy? Inquire officials of the Willys Overland Company. Certainly everything has been done to make it easier for the driver, they say.

Finger-Tip Control.

"We do not want to detract from the driving ability of millions of people," says a recent Willys-Overland statement. "Certainly they have learned rapidly and are to-day highly efficient motor-car operators.

But, on the other hand, driving has been made easier. Just take such things as the 'Finger-Tip Control,' where various driving operations are performed merely by the pressure of the fingers or a twist of the wrist. All Willys-Overland cars have this feature. And the new Willys Six and Willys Eights, and also the Willys-Knight and Whippet lines, have this and many other conveniences and driving aids.

Gear-Changing.

"The gear-shift lever is more accessible, shifting gears is easier because gears mesh better to-day, and the clutch in use now is a splendid piece of mechanism. The new type steering-gear makes steering a simple process, and shock absorbers have reduced the jar and done away with the bumps. To-day drivers have four-wheel brakes and every imaginable safety feature. At night bright, powerful head lights illuminate the road, and a dashboard with the shaded indirect lighting permits the driver to observe his speed and read the other gauges on the dashboard to appraise himself of just how his car is operating.

All in the Driver's Favour.

"Tires last longer and 'render more trouble-free mileage than ever before so that changing a tire is to-day an infrequent task. Moreover, in case one does have to do this, the job is easy. As a matter of fact, everything is in the driver's favour, and there is no reason why any persons possessed of good eyesight, the use of his limbs, and the ability to think can not operate a motor-car. It's easy, and our dealers are teaching hundreds of persons how to drive each week, and they report the job is easier than ever, with many persons learning in three or four simple lessons."

**CAR'S DEFECTIVE BRAKES.
MAN'S ALLEGATION AGAINST
HIS EMPLOYERS.**

How a Glasgow motor-car driver, John W. McMillan, drove a car from Leeds to Great Smeaton, near Northallerton, on May 10 with brakes that would not act and crashed into a house in turning a sharp bend of the road was de-

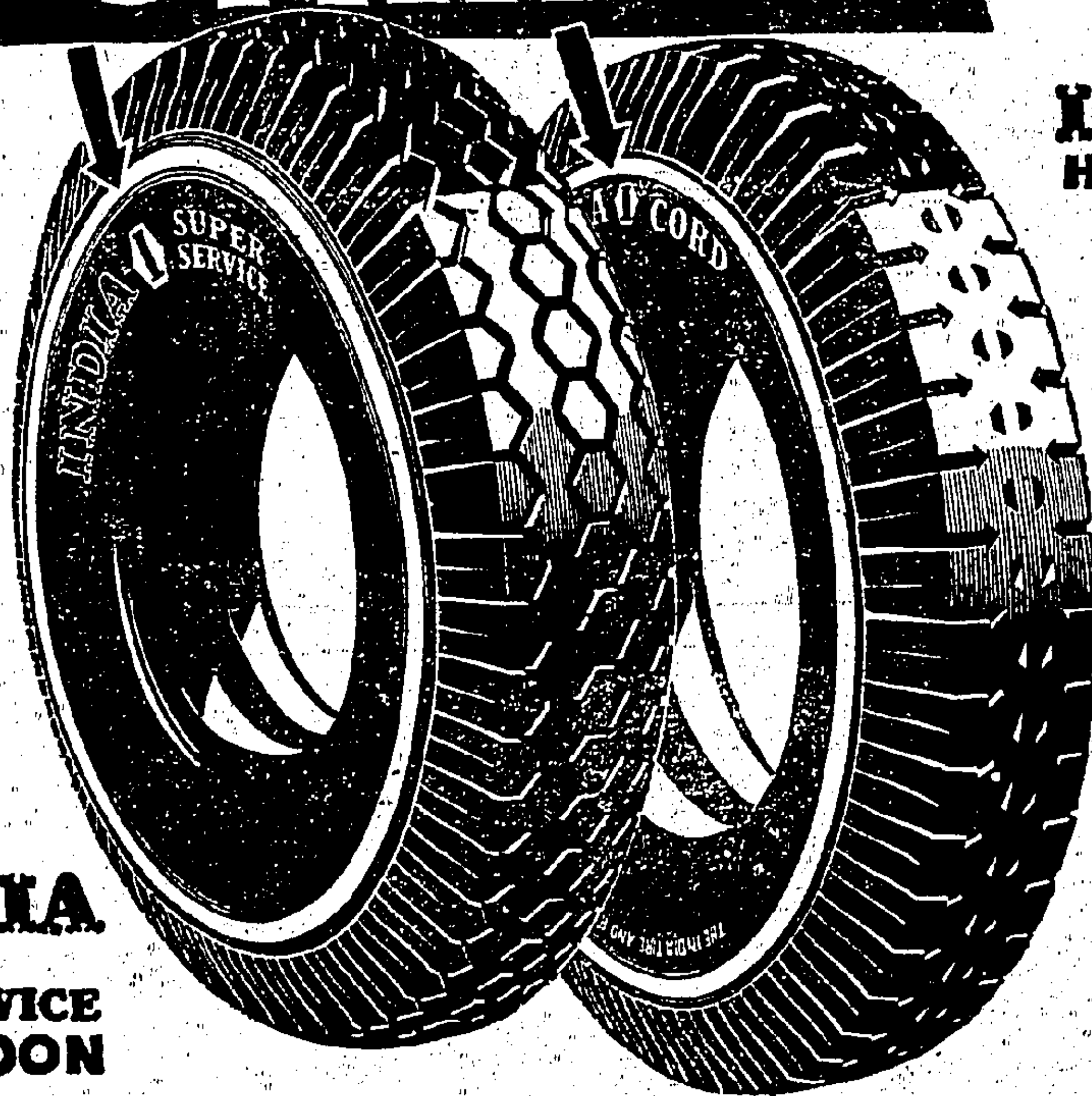
scribed at the Northallerton Police Court, when he was fined £5 with the alternative of one month's hard labour. It was stated that he drove round the corner at a speed of 40 to 45 miles an hour.

McMillan, in a letter to the Bench, said that when the brakes were tested by the supervisor at his firm's depot at Leeds they were found to be defective and the supervisor said, "They are not fit for the road," but despite this fact, the defendant alleged, he had to take the car or lose his employment. When he was going round the corner at Great Smeaton the brakes failed to act and he collided with a house.

McMillan pleaded for leniency on the ground that as a result of the crash he had been discharged from his employment.

Superintendent Bywater said that he would inquire into the story about the brakes of the car being defective, but that did not necessitate the man going round a corner at a speed of 40 to 45 miles an hour, especially as he had previously just missed colliding with a bridge.

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the RED
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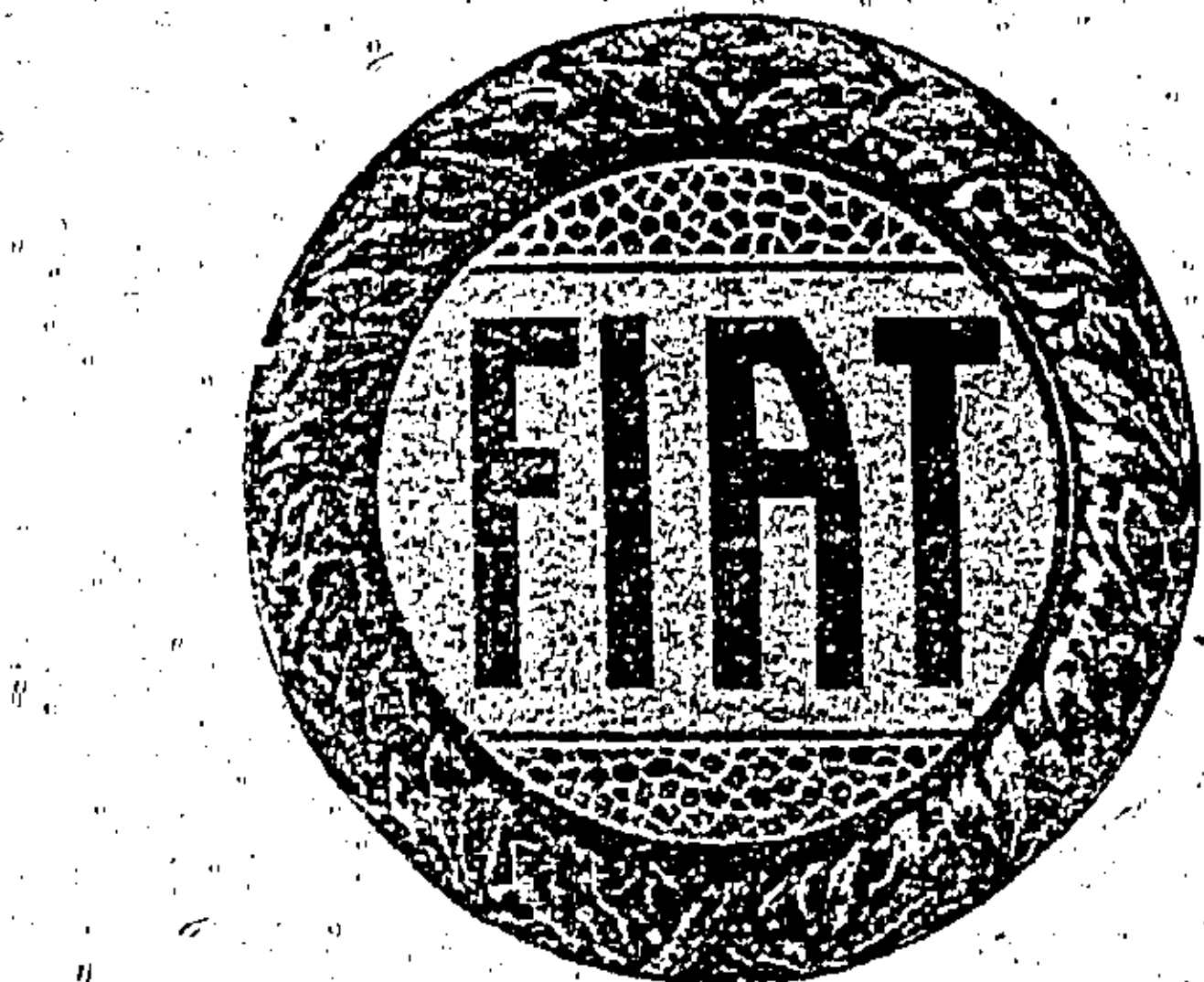
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GOOD PIECES OF EITHER
EUROPEAN OR ORIENTAL
MAKE AT ADVANTAGEOUS
PRICE, GO TO

LAMBERT BROS.,
DUDDELL STREET

THE
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Specialists in
Biological and Serological Supplies.

Sole Agents for
The National Epidemic Prevention
Bureau, Peking.

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HONG KONG WEEKLY
PRESS.

CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper to send Home

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

SHOP

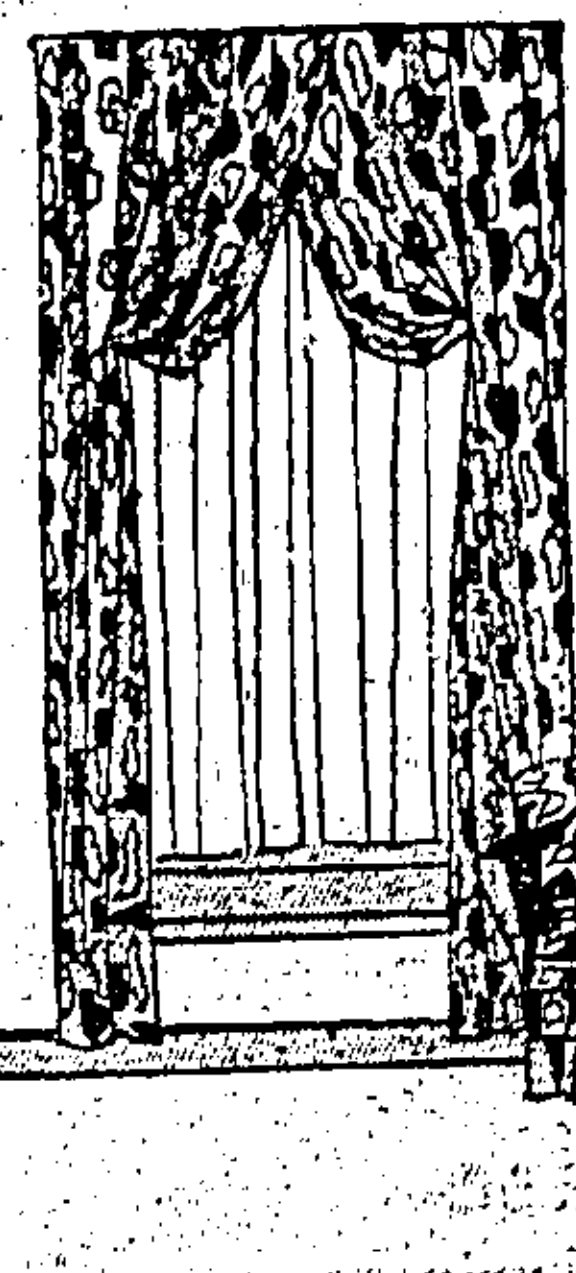
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People Who Advertise

Invite Inspection
of their Stocks.

R. S. V. P.

BEAUTIFY THE THINGS IN YOUR HOME.



RATHER THAN SPEND A CONSIDERABLE
AMOUNT OF MONEY AT PRESENT RATES
OF EXCHANGE IN BUYING NEW CURTAINS
AND LOOSE COVERS, HAVE YOUR PRE-
SENT ONES DYED OR DRY CLEANED.

CARPETS AND RUGS, SPECIALLY
SHAMPOOED.
THEY COME BACK CLEAN AND BRIGHT.

OUR CHARGES ARE REASONABLE
AND OUR SERVICE PROMPT.

THE STEAM LAUNDRY COMPANY.

Sanitary Laundrymen, Dyers and Dry Cleaners.
HEAD OFFICE & WORKS, MONGKOK; TEL. 57032. (KOWLOON HOTEL DEPOT)
HONG KONG DEPOT: 16, STANLEY STREET; TEL. 21279. (PEAK HOTEL DEPOT)
PENINSULA HOTEL (VISITORS ONLY). HONG KONG HOTEL (VISITORS ONLY)

ADVICE FOR INVESTORS.

READERS are reminded
that inquiries relating
to the share market are
answered on page 12 every
Tuesday by "Kufan." Let-
ters should be sent to this
office, and must be accom-
panied by the coupon appear-
ing below, bearing the writ-
er's name and address, not
for publication. Letters should
be addressed to "Kufan,"
care of the Editor, "Hong
Kong Daily Press."

"KUFAN" COUPON.

Name

Address

Nom de plume

H.D.P.

AN AMERICAN VIEW OF INDIA.

SYMPATHY WITH BRITAIN'S
POSITION.

Mr. E. J. T. Ingram More,
Rochester, N.Y., recently sent the
following letter to the *Weekly*
Times, London, calling attention
to an expression of opinion on
the Indian problem, made by a
well-known preacher:—

In the midst of the present
touchiness, evident on both sides
of the Atlantic, which is being fed
by further inflammatory articles
in the newspapers of both coun-
tries, ancient India's present trouble,
and which is, moreover, sustained
by the negative attitude of those
to whom we would look for con-
structive thought, it is with relief
and pleasure that the writer, be-
ing an Australian resident in
America, heard a positive note
struck by such a distinguished man
as the Rev. Dr. S. Parkes Cadman.
This occurred during his Sunday
sermon over the great radio net-
work of the United States, with
on a conservative basis, an audi-
ence of 40,000,000 people.

The writer was so impressed by
this refreshing statement that he
wrote to Dr. Cadman asking for
and receiving permission to for-
ward the question and his reply
to your paper, hoping that its
publication will act as evidence of
understanding and good will often
expressed by the serious thinkers
in this country. The question was
asked by one of the radio audience
and I quote it verbatim, together
with Dr. Cadman's reply:—

Question.—In your delightful
address on "Life's Loyalties" you
addressed to Washington as having
been, in a sense, a founder of the
British Empire. This is no doubt
true of those splendid free common-
wealths of Canada, Australia, and
New Zealand. Is it not, however,
sadly untrue of enslaved India,
comprising three-quarters of the
British Empire, and described by
that eminent Englishman, John
Stuart Mill, as "England's cattle
farm?"

Answer.—By Dr. Cadman.—Well
India is a great problem, of course,
from whatever viewpoint it is ap-
proached, and while it is by no means
three-quarters of the British Em-
pire so far as territory is concern-
ed, its vast and heterogeneous po-
pulation numbers hundreds of
millions, including 120 or 130 dif-
ferent nationalities and tribes, and
every form of religion from the
highest theism to the lowest and
most debauched idolatry known to
man. If we had a problem like
India upon our hands, as a great
and powerful nation, what would
the United States do with it? And
if you were to give to India to-
day, the instruments of freedom as
we have them here, are you sure
that, with her vast illiteracy and
90 per cent. of her people at the
present level that they are at, they
would be competent to use those
instruments?

Take Mexico, with only 16,000,000,
not like India with 300,000,000 and
more, and does any statesman in
America know what is best to do
with Mexico? If he does, let him
stand up and say so. The history
of India, especially since the day
of British occupancy, has been one
of progress, a growing sense of
nationality, and Britain herself
has fostered the feeling of indepen-
dence which now threatens her ruin.
She nurses an opinion which im-
pelled the sword. It is sometimes
a habit among certain kinds of
Americans, on every occasion pos-
sible to derogate and speak with
disparagement of Great Britain.
Give me leave to say that when the
account is struck and well balanced
the British Empire is the greatest
force for Christian civilization and
political freedom in the world to-
day, and what she cannot do for
India cannot be done by any
Power.

It seems to me that so remark-
ably tolerant and broad-minded a
statement of opinion would be wel-
comed by thinking people, so that
I sincerely hope that you will find
room in your valuable paper to
give it expression.

The Famous
BREATHEABLE
TABLETS

Take these
famous breath-
able tablets to
clear the chest and
loosen the lungs
and get rid of
coughs, colds and
bronchitis. Get a bottle
of these today!

FOR CHEST & LUNGS

Want a Good Tiffin
in Town?
Come to the
PRINCE'S CAFE
(Next to A.P.C. BUILDING)

To-day's Tiffin—\$1.00

- 1.—Prince's Fruit Cocktail
- 2.—Ham and Corns Soup
- 3.—Prawn Salad and Mayonnaise
- 4.—Espagnole Omelette
- 5.—Stewed Chicken and Macaroni
- 6.—Roast Leg of Pork, Apple Sauce
- 7.—Cold Corned Ox-tongue
- 8.—Strawberry Ice Cream
- 9.—Cheese
- 10.—Dessert
- 11.—Tea or Coffee

Cold TIFFIN 75 cts.

Food Concomms
Cold Roast Beef or Mutton
Cold Boiled York Ham
Cold Roast Chicken
Potato Salad and Mayonnaise
Ice Cream
Fruits
Food Tea

HARRIS TWEED
The cream of Scotch Homespun
and aristocrat of all sports wear.
Direct from the makers. Suit
made to order and sent post-
age paid. Patterns free on stating
shades desired.
Newall, 568 Stornoway, Scotland

BROWN

FOR
WELL
CUT
SUITS.

Suits made by
us are distinc-
tively tailored
from Finest
Quality Mater-
ials and are of
Irreproachable
CUT, FIT and
STYLE and of
Unequalled
Value.



Shirts and Pyjamas
made to Gentlemen's
Requirements at
Reasonable Prices



Skrip

A great ink
for fountain pens

Years of expert effort
enabled us to develop
the right fluid for
fountain pens. It is
free flowing and will
not clog the point.

SHEAFFER'S
PENS • PENCILS
• SKRIP

THE SUN CO., LTD.
Distributors.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY
PUBLIC AUCTION,
ON

THURSDAY, AUGUST 7,
COMMENCING AT 5.15 P.M.

At THEIR SALES ROOM,
DUDDELL STREET,

**A VALUABLE COLLEC-
TION OF POSTAGE
STAMPS**

Including a Fine Specimen of Hong
Kong Jubilee Tall K, etc., etc.

On View From WEDNESDAY
the 6th INST.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY
PUBLIC AUCTION
ON

FRIDAY, AUGUST 8,
COMMENCING AT 2.30 P.M.

At THEIR SALES ROOM,
4, DUDDELL STREET,

**A LARGE QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Teak Hatstands, Glass Cabinets,
Chesterfield Couches and Armchairs,
Desks, Gramophones and Records,
Pictures, Ornaments, Curios, Electric
Table Ceiling Fans and Table Fans,
Carpets, Rugs, Pianos, Wardrobe
Trunks, etc., etc.

Teak Dining Tables, Dining Chairs,
Sideboards, with Bevelled Mirrors,
Dinner Waggons, Ice Chests, Dinner
Crockery, Glass Ware, Kitchen Utens-
ils, Stoves, Bookings Machine, Show-
ing Machines, etc., etc.

Teak, Iron and Brass Bedsteads,
Wardrobes with Bevelled Mirrors,
Dressing Tables, Chest of Drawers,
Emmel Bath, Book Cases, Cameras,
etc., etc.

**A QUANTITY OF BLACK-
WOOD FURNITURE**

Including:—
Joss Tables, Curio Cabinets, Tea
Pots, Jarroliers, Chairs, Opium
Stools, Desks, etc., etc.

On View From THURSDAY, the
7th AUGUST, 1930.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

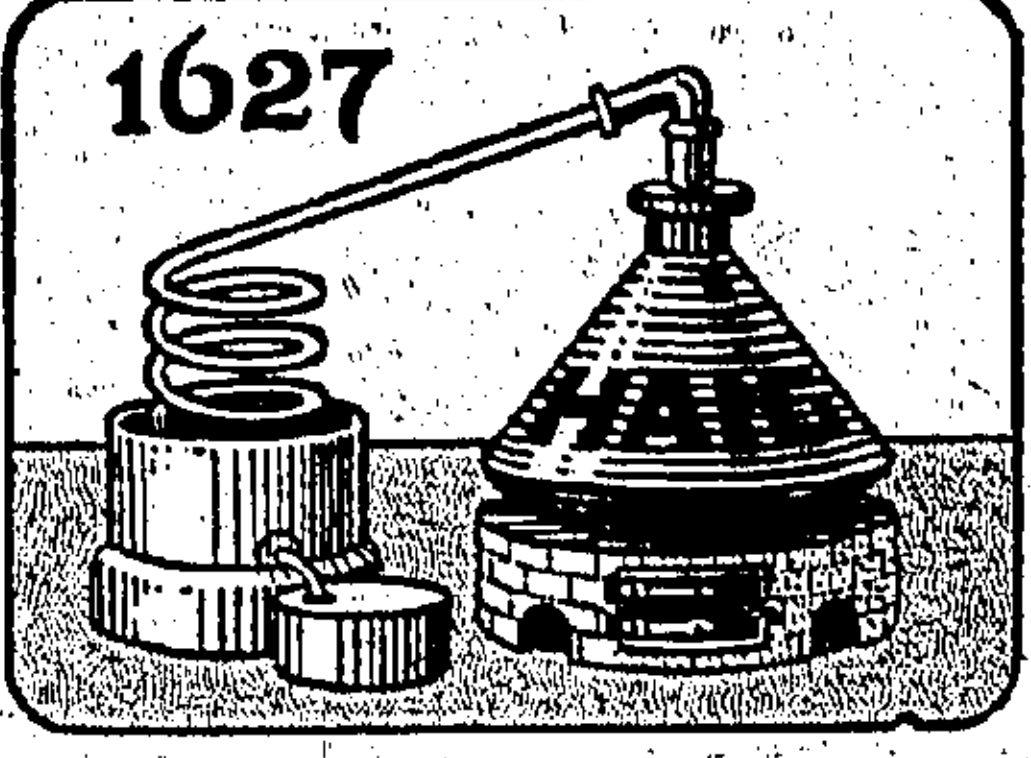
PUDLO
BRAND
CEMENT WATERPROOFER

See large can of
Pudlo in the
bottom of the
canister.

DODWELL & CO., LTD.
Hong Kong.
TEL. 23021.


FIRST STILL

1627



STILL FIRST

1927



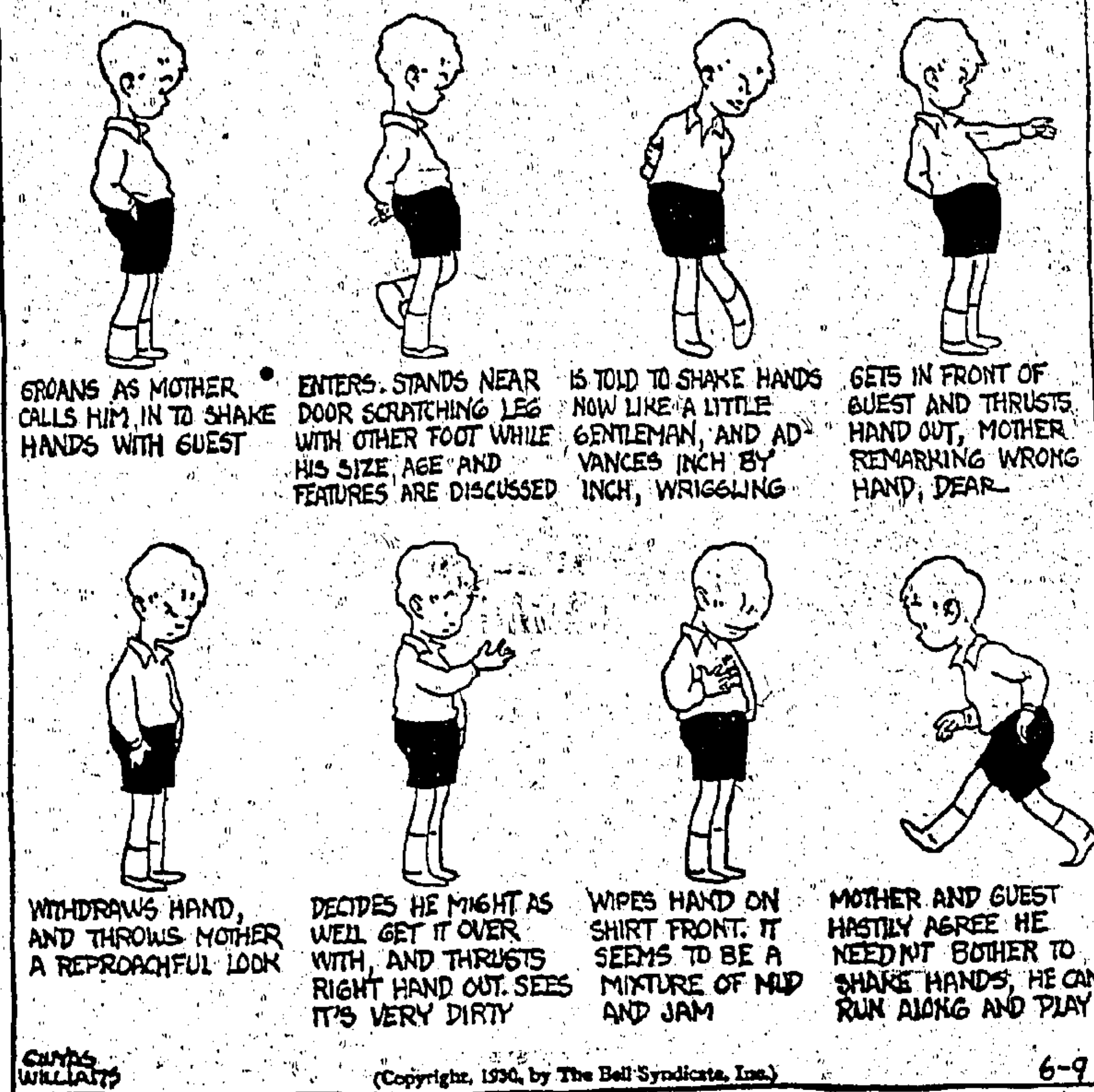
Consumers are requested to see that every bottle of John's Hair Gold Label Whisky as supplied by us bears the foot label thus: "Gande, Price & Co., Ltd.; Sole Agents for Hong Kong."

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,
St. George's Building, Ice House Street,
DIAL 20135. HONG KONG.

SNAPSHOTS OF A SMALL BOY SHAKING HANDS

By CLUYAS WILLIAMS



HOLLYWOOD REVUE



with CHARLES KING ANITA PAGE BESSIE LOVE

Metro-Goldwyn-Mayer's **TALKING SINGING DANCING**

Dramatic Sensation directed by HARRY BEAUMONT

AT THE **QUEEN'S** TO-DAY & TO-MORROW

At 2.30, 5.10, 7.15 & 9.20

CENTRAL THEATRE
Paramount's Sound Pictures R

TO-DAY ONLY
Daily at 2.15, 5.10, 7.15 and 9.20 P.M.

Advice to Wives! See
"CHARMING SINNERS"



The problem of the sifting husband! W. Somerset Maugham gives an intimate glimpse of what goes on behind the marriage screen! Where the wife is charming, clever! And can outplay her husband at his own game! A brilliant cast in a delightful, all-talking comedy-drama!



with RUTH CHATTERTON
CLIVE BROOK
WILLIAM POWELL
MARY NOLAN

"CHARMING SINNERS"
A Paramount Picture

RUTH CHATTERTON
Voted by Film Weekly Readers
To Possess The Best "Talkie" Voice

NEXT CHANGE

CLARA BOW

The "IT" Girl's First All-Talking Picture

DANGEROUS CURVES

A Brilliant New Romance-Drama

BOOKING AT ANDERSON AND THE THEATRE.
(Ticket Box—TELEPHONE No. 25720).

ECHO OF THE TYPHOON.

JUNK TURNS TURTLE: TWO PERSONS DROWNED.

Lam Puk has made a report on behalf of his father, Lam Choi, owner of the trading junk "Choi On," to the Harbour Authorities, to the effect that on July 24, his junk was on a trip from Chan Chuen, Shun Tack District, to Sham Chun, with a cargo of earthen ware and bamboo splits. Owing to the typhoon, however, they were obliged to take shelter at Chak Wan at 7 a.m. the same day, with two anchors down.

At about 8 o'clock that evening, the direction of the wind changed to S.E. with increasing force, causing the junk to list to one side. The cargo began to shift and finally the junk turned over. There were ten male adults on board at the time, and clinging to the wreckage, they drifted in different directions and eight of them were picked up the next morning by oyster boats.

Up till the time of making the report, two of the crew, Hung Mak, aged 54, and Lam Shiu Pee, aged 22, are still unaccounted for and they are believed to have been drowned.

The total loss is estimated at about \$5,600.

UNWELCOME GUEST.

TWO WOMEN COME TO BLOWS.

Arising out of a fight between two women, Ching Pik Kwan took out a summons against Chan Yuk for assault. When the case was down for hearing before Mr. Whyte-Smith at Kowloon Magistrate's yesterday, the complainant intimated that she wished to withdraw the summons, as she had received an apology from the defendant's brother-in-law.

According to the complainant, the trouble arose when she went to defendant's house at 138, Portland Street at 8 a.m. on August 1. The defendant resented the visit and after pushing complainant down, struck and kicked her. On account of this assault, the complainant had a number of bruises and had to be confined in bed for some time.

The defendant told his Worship that complainant had been in the habit of coming to her house, although she had been asked not to do so. On the day in question, they had an argument which developed into a fight.

As desired by complainant, the Magistrate allowed the case to be withdrawn.

YOUTH HIT BY BUS.

SERIOUS ACCIDENT AT ABERDEEN.

A Chinese youth named Tan Chiu, aged 15, whose address was given as 49, Main Street, Aberdeen, was the victim of a motor accident on Monday afternoon.

He was walking near the Aberdeen Police Station when he was alleged that he was accidentally run into by one of the Aberdeen Bus Company's vehicles. He was thrown heavily on the ground and had his skull fractured.

Picked up in an unconscious state, he was rushed to the Government Civil Hospital where he is reported to be in a critical condition.

CROWN LAND SALES.

BRISK BIDDING YESTERDAY.

Brisk bidding was a feature of the sale by public auction at the Crown Land Office yesterday of two pieces of land. The first lot, Kowloon Inland Lot No. 2372 with an area of about 60,000 sq. feet, attracted some keen bidders and was sold to the Credit Foncier d'Extreme Orient for \$100,000, the upset price being \$87,500. The land is situated at Prince Edward Road and has an annual rental of \$574.

The second lot, New Kowloon Inland Lot No. 1403, situated at Cheung Sha Wan Road, was sold to Messrs. Der Sing Chi and Li Wan Yu of 63, Queen's Road Central for \$34,100. The land has an area of about 24,840 sq. feet and its annual rental is \$172.

TRAFFIC IN OPIUM.

Soon after the arrival of the s.s. Taishan from Canton, two men were arrested for the unlawful possession of non-Government raw opium.

One man had 22 taels and he said that he was given the stuff by a friend in Canton to bring down here; he did not know what it was. He was fined \$600 or four months' hard labour.

The second defendant, who had 42 taels, was fined \$1,000 or six months. He offered the same excuse as the first defendant.

FREE FIGHT AT MA TAU KOK.

SEAMEN CHARGED AT KOWLOON.

A fight between seamen from a cargo junk and the crew of a fishing junk engaged the attention of the Kowloon City police at the fore-shore at Ma Tau Kok some time ago. When the police arrived, they found a large number of men participating in the affray, in which bamboo poles were freely used.

The affair resulted in a summons for assault being taken out by the master of the fishing junk against the master and a seaman of the cargo junk. The case was heard by Mr. Whyte-Smith at the Kowloon Magistrate's yesterday.

Sub-Inspector A. H. Elston said that both parties were landing pigs on the day in question. The fishing junk, owing to low tide, got stuck in the mud, and as a result got in the way of the cargo vessel. Following an argument, a fight ensued, in which the complainant was hit on the head and had to be sent to hospital.

Both defendants were ordered to pay fines of \$5 each, and further to pay \$3 compensation money to complainant.



ERNEST TORRENCE
IN
"The SIDE SHOW OF LIFE"

from the famous novel
by W. J. LOCKE
with ANNA Q. NILSON

FINAL SHOWINGS TO-DAY
At 8.30 & 9.20

FINAL SHOWINGS TO-DAY
THE CHINESE PICTURE
"WESTWARD HO"

CLASSIFIED ADVERTISEMENTS.

APARTMENTS TO LET

ATTRACTIVE Three Roomed FLATS in HUMPHREYS BUILDING, KOWLOON. All Modern Conveniences. Also SHOP in NATHAN ROAD. Excellent Business Locality. Apply HUMPHREYS ESTATE & FINANCE CO. LTD., ALEXANDRA BUILDINGS. [9473]

GODOWN TO LET.

TO LET—GODOWN at DUNDAS STREET, Mongkok—Water Frontage and use of pier. Area. 90 ft. x 24 ft.—Apply Box 8301, c/o Hong Kong Daily Press. [9801]

SHOP TO LET.

TO LET, on Lease, SHOP in the Most Central Position of Hong Kong, Facing on Two Main Roads. Early Occupation could be arranged. Rent: Reasonable—Apply Box No. 8242, c/o Hong Kong Daily Press. [9242]

SITUATIONS VACANT

SHIPPING and SHIPBUILDING FIRM requires One Experienced OFFICE CLERK with Thorough Knowledge of English Correspondence and One BOOK-KEEPER—Please write re Previous Experience and Salary required to Post Office Box No. 272. [688]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below—

SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET.
HOUSES AND APARTMENTS WANTED. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

THIS FORM MAY BE USED.

Please insert..... times		Enclosed..... in payment	
Signature.....		Address.....	

Address—The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
11, Ice House Street, or P.O. Box 1.

MAJESTIC THEATRE

WEDNESDAY TO SATURDAY
Daily at 2.30, 5.30, 7.20 & 9.20 p.m.

SILENCE!



POLA NEGRI

THREE SINNERS
A ROMANOV LE PRODUCTION
A Paramount Picture

Wife and Mother—and then, by one swift stroke of fate, an outcast. An unusual story with a powerful lesson.

Are you Shirt sensitive?



Shirt sensitiveness is a commendable regard for careful choice of a most important item of attire.

The great growth of the practice of wearing collars to match proves how important the shirt is now loomed in the consciousness of the carefully clad.

Let us lay our stock before you for your careful choice. Prices are considerate, from \$8.50 with 2 Collars to match.

Mackintosh's

STAR

ROWINA AND DANDOLO

HIGHEST PAID ARTISTS FROM

FOLIES BERGERE.

MOULIN ROUGE AND OTHER PRINCIPAL
CONTINENTAL THEATRES

ACROBATIC and CLASSICAL DANCING

EXQUISITE GOWNS! DELIGHTFUL DANCES

From TUESDAY, AUG. 5th, at All Performances

Double Attraction at Usual Prices

WHITEAWAYS

SALE

GREAT SACRIFICE IN MEN'S TIES

SMART DESIGNS
IN
NECKWEAR



We have a Wonderful Selection of Ties which we are clearing out on this Sale at Rock-Bottom Prices

SALE PRICES FROM \$1.00 to \$2.75

THOUSANDS OF OTHER BARGAINS.

WHITEAWAY, LAIDLAW & CO., LTD.

CHINESE STUDENTS IN BRITAIN.

ADVICE TO PARENTS.

CLAIMS OF PROVINCIAL UNIVERSITIES.

Chinese students are beginning to arrive in considerable numbers in this country—in London at the present moment there are 350, as against 150 a few years ago, writes the London correspondent of the *North China Daily News*.

There are large numbers also in the provinces. It may be, therefore, advisable to set out a few words of warning and guidance to those coming over in future, as this is certainly necessary.

There is an increasing tendency on the part of students who come over, to do so without any adequate prior knowledge of English. This is particularly the case with respect to Government students. As a result they find it almost impossible to follow the lectures at the Universities and elsewhere.

If these students cannot acquire a really good knowledge of English in China they must be prepared to devote themselves, exclusively, on their arrival for three to four months to perfecting their knowledge of the language. Otherwise they will merely waste their time and incur a good deal of disappointment at their lack of progress.

The Cost of Living.

In the next place parents who send them over must remember that this country is on a gold basis, that the cost of living is high and that the price of silver is very low. They must, therefore, estimate according to English values a sum which will be necessary to keep and educate their sons in this country.

If they intend to send them to Oxford or Cambridge, they will need from £400 to £500 a year; if they intend to send them to the provincial Universities the cost will not be much more than £250.

Of course some students come over with a great deal of money, perhaps too much. In one case I have heard of three boys spending from £5,000 to £7,000 a year. Others have barely enough to live on.

In the case of an ordinary Englishman, it is quite possible to go to Oxford or Cambridge for £250 to £300, though, even then, care has to be exercised, but it should be remembered that English undergraduates go home to live during the holidays, whereas the Chinese have to pay their own expenses during this period, and it is for this reason that the outlay is so much larger in their case.

In the third place much greater care ought to be taken in China in selecting a career for the boys sent over. I know there is one organisation which gives a certain amount of general guidance, but there really ought to be some sort of Advisory Committee which would go into the case of each potential student, see what he is fitted for, and give him very thorough and detailed advice as to what he ought to do.

Fathers now seem to send their sons over to study professions for which they really are not fitted, and for which they often have no inclination. Greater care ought, therefore, to be taken that the boys' tendencies or preferences have full play and consideration.

The Choice of Universities.

There is also far too great a tendency to send boys to Oxford or Cambridge. Many of the provincial Universities are far better for specialised education and also far cheaper. Medicine is better taught at Edinburgh, textile engineering at Manchester, and mining and metallurgy at Sheffield. I therefore suggest that far greater use should be made of these provincial Universities than is now the case.

Finally, I ought to point out that greater discrimination should be used in sending boys over at the proper age. Some students come over when they are far too old for certain tuition, and they are attached to classes composed of much younger boys.

It is good to themselves or to the class. Fathers who do send their sons here need be under no particular apprehension as to how the boys will fare socially and out of College hours, because, of all foreign students, the Chinese are undoubtedly the most popular and are certainly among the best behaved.

ALLEGED ROBBERY.

HEALTH BUREAU'S CASE RECALLED.

WHO WAS T. K. LEUNG?

At the Central Magistracy yesterday before Mr. H. R. Butters, Siow Cheon Leung of the Health Service and Intelligence Bureau appeared as complainant in a case in which Kwok Chun Shing, an employee of the Bureau was charged with uttering a forged document, to wit, a voucher purporting to be signed by one T. K. Leung for the sum of \$500.

Mr. M. K. Lo appeared for the prosecution, and Mr. F. X. d'Almada, senior, was for the defence.

Mr. d'Almada pleaded not guilty and *autre fois acquit*.

Outlining the case, Mr. Lo said that in view of the defendant's plea it became necessary for him to mention previous proceedings in the Court. In May, said Mr. Lo, defendant was arrested and charged with various offences including a charge "that he, on April 9, being entrusted with monies of the complainant, did fraudulently convert \$500 of such money to his own use."

At the hearing of the case, said Mr. Lo, the learned Magistrate apparently came to the conclusion that the explanation given by the defendant as to how he applied that sum was satisfactory, and that no fraudulent intent to misapply or misappropriate it had been proved, and he dismissed all the charges in that case.

Mr. Lo submitted that the defendant could not and was not imperilled in the earlier case of being convicted for uttering a forged voucher, Mr. Lo said he would argue that unless the defendant could have been so convicted there was no question of *autre fois acquit*.

Who Signed the Voucher?

Mr. Lo then went over the circumstances which led to the appearance of the voucher in question which is alleged to be signed by Mr. T. K. Leung, a canvasser. Mr. Lo said that he had now evidence to show who affixed the signature on the voucher and the circumstances under which the signature was affixed.

Chang Man Tak, an employee of the Canadian National Railways, stated that he signed the name of T. K. Leung, at the bottom of the voucher. At the time he affixed that signature, the voucher was blank. Defendant is alleged to have explained to him that he had ordered some furniture on behalf of the bureau and that he had lost the receipt. Fearing the displeasure of his employer he had got Chang to sign the name T. K. Leung on a blank form so that the receipt can be replaced. Chang had offered to fill in the form but defendant is alleged to have pointed out that the typewriting would be different. Chang explained that he first knew the defendant three years ago when the latter went to ten dances at the King Edward Hotel. Witness was an employee there and a friendship sprang up between the two.

Under cross-examination by Mr. d'Almada witness said that the complainant saw him in July, but witness did not tell the defendant anything of that visit because he feared the defendant would again involve him.

The complainant then went into the witness-box, after which the case was adjourned.

OMISSION TO FILE A SHARE RETURN.

EXTENSION GRANTED BY COURT.

An application was made before the Chief Justice (Sir Joseph Kemp) at the Supreme Court yesterday for an extension of time to file a return of allotment of shares in the Asia Coal & Briquetting Co.

In making the application, Mr. Lee D'Almada, jun., referred to an affidavit filed by the secretary of the company, dated July 29, 1929, shares were allotted to Lee Chang, of 103, Yu Yuen Road, Shanghai, but that the return was not filed with the Registrar of Companies within the stipulated time owing to an oversight.

His Lordship accepted the explanation and granted an extension of time for three days.

TROLLEY OFF THE WIRES.

TRAMWAY MISHAP IN QUEEN'S ROAD.

An unusual accident occurred at 10.15 a.m. yesterday which disorganised the tramway service for about half an hour. Car No. 46 was proceeding eastward at the time when the trolley left the overhead wire and the vehicle came to a halt near the Naval Yard gate. The trolley dismantled the electric light wires which are fixed higher up the standard. Another car which followed a few minutes later had a similar experience after passing Murray Barracks and the trolley became entangled with the light wires.

Mr. Glendinning, of the Tramway Company, was observed on the scene soon after the occurrence, and set about the task of getting out of the way by means of a bamboo pole one of the broken wires which was dangling dangerously close to the ground; thus allowing trams which had collected in the neighbourhood to proceed. The wire-repairing gang arrived in the extension ladder vans and cut off the overhanging wire before proceeding to tighten up the stays in the main wire which had been knocked about by the trolleys.

A mild panic was caused among the passengers who were seen to hurriedly leave the cars in the early part of the accident, the action of one man particularly in running away at full speed adding a touch of humour to the scene.

SANITARY BOARD MEETING

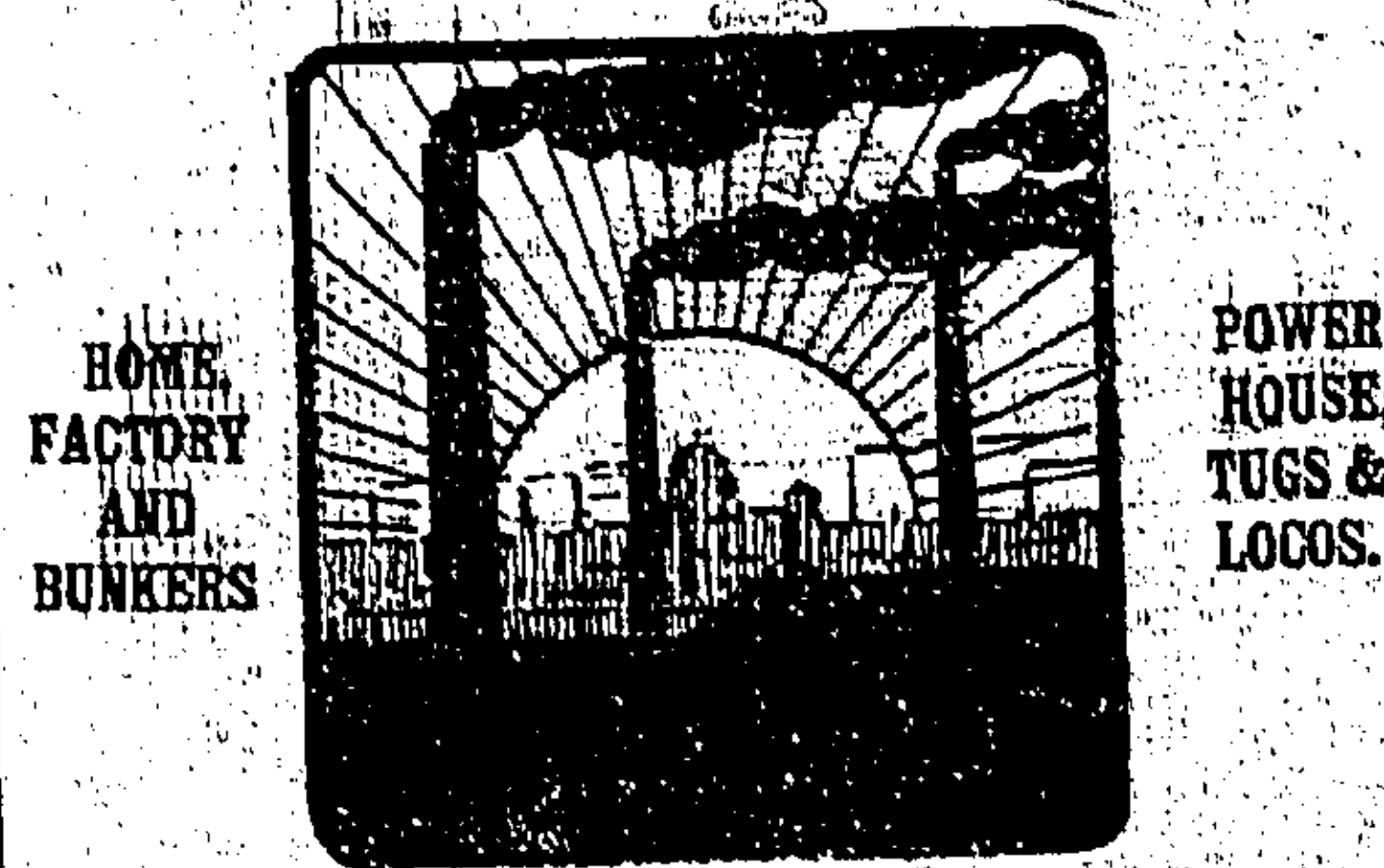
ONLY ROUTINE BUSINESS.

The fortnightly meeting of the Sanitary Board was held yesterday, when members went through the agenda, consisting mostly of applications relating to the erection of water closets in various premises. Other business was of a routine nature and did not call for any discussion.

Attending the meeting were Mr. G. R. Sayer (Chairman), Dr. G. W. Pope (Medical Officer of Health), Hon. Mr. J. P. Braga, Mr. Wong Kwong Tin, Mr. F. C. Hall, Mr. T. N. Chau and Mr. J. Watson (Secretary).

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"ASSET OF THE BRITISH EMPIRE."

GOVERNOR'S TRIBUTE TO CANADIAN PACIFIC.

DISTINGUISHED GATHERING ON R.M.S. EMPRESS OF JAPAN.

A large and very representative gathering of Hong Kong residents was entertained last night on board the magnificent new Canadian Pacific liner Empress of Japan.

From 7.30 p.m. a steady stream of guests found their way on board the liner which was moored alongside the Kowloon Godown. They were met at the head of the gangway by Mr. Allan Cameron, the general manager for the Company in the Far East.

His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., was one of the earliest arrivals, as were also H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., and Rear-Admiral R. A. S. Hill.

His Excellency in proposing the toast of the Empress of Japan and the ship's company, paid a glowing tribute to the C.P.R. in a very happy speech, and said the Canadian Pacific was a company "we all recognise as a very big asset of the British Empire."

FIFTY-EIGHT DAYS ROUND THE WORLD.

His Excellency the Governor sat at the official table, others on that table being, Captain S. Robinson, C.B.E., R.D., Major-General J. W. Sandilands, C.M.G., C.B., D.S.O., Rear-Admiral R. A. S. Hill, Sir Shou-sen Chow, Sir Joseph Kemp, K.C., C.B.E., Hon. Mr. E. R. Hallifax and Mr. Allan Cameron.

Others present included:—Sir Robert Ho Tung, Hon. Mr. E. D. C. Wolfe, C.M.G., Hon. Mr. C. McL. Messer, Hon. Mr. A. E. Wood, Hon. Mr. J. Owen Hughes, Hon. Mr. J. P. Braga, Hon. Dr. R. H. Kotewall, C.M.G., Hon. Dr. S. W. Tso, Hon. Mr. C. G. Alabaster, Hon. Commander Hole, Mr. Justice Wood, Mr. F. C. Jenkins, Mr. H. G. Sheldon, Mr. G. G. N. Tinson, Mr. D. J. Lewis, Mr. E. Davidson, Mr. Geo. K. Hall Brutton, Mr. M. J. Breen, Mr. V. M. Grayburn, Mr. G. S. Archbutt, Mr. A. H. Ferguson, Mr. F. McD. Courtney, Mr. W. W. Hornell, Mr. F. J. de Rome, Mr. T. E. Pearce, Mr. R. M. Dyer and many others.

The representatives of the various consular bodies and the Press were also on board.

After refreshments had been served in the lounge, the company sat down to a sumptuous dinner, during the course of which appropriate music was rendered by the ship's band.

Company's Fine Record.

After the toast of "The King" Mr. Cameron, in welcoming the guests, said that it was with much pleasure that he welcomed on behalf of the Canadian Pacific, those present on board the Empress of Japan, the latest addition to their fleet and the largest and fastest ship plying regularly on the Pacific Ocean.

He viewed their presence that evening as an indication of appreciation of the Company's efforts to serve in the carrying of passengers and cargo, and he was, therefore, grateful to them for assisting in the inauguration of that good ship in the trans-Pacific Service.

When the dinner was conceived, it was found that the seating accommodation was not sufficient to enable them to have the ladies present, and it was with regret that they were not there. As it was, the seating accommodation had compelled them to restrict the invitations to the limit.

In the first place, the illustrated supplements that appeared in several of our newspapers last week robbed him of practically all of his thunder, and he therefore left all figures regarding tonnage, engine power, dimensions, etc., with the supplements and other publications, but would say that they had in that ship, the last word in furnishing and appliances for safety and comfort. The portion of the ship that the passengers did not see much, if any, of, was the engine room, the most important part of the ship, there also the latest had been installed, and the speed all that was to be desired, namely, 33 knots.

"Growing Pains."

In building a ship, of that class, the Company had indicated their confidence in the trans-Pacific trade. He did not need to labour on the need to labour on the depressed trade conditions both for the shipping companies and for the business men, that exist out here to-day. They viewed that as being only temporary, or a "growing pain" in the general development, which they hoped would not last long.

The company had endeavoured to keep step with the conditions, and the requirements of the trans-Pacific ever since their first steamers.

The first steamers they built viz. the Empress of Japan, Empress of India and Empress of China had a gross registered tonnage of 6,000 tons. Their next new addition to the fleet, the Empress of Russia and Empress of Asia were 16,000 tons. The latest addition to the fleet, the Empress of Japan was 26,000 tons gross register. The steps were thus taken at the rate of 10,000 tons increase per step.

Referring to his own associations with the Canadian Pacific, Mr. Cameron said that he joined the Canadian Pacific in the early summer of 1930. It was during that summer that the railway was being constructed westward on the prairies at the average rate of 3 miles per day—a record in railroad construction that had not since been equalled. The prairies were then unsettled and all material had to be transported many miles.

It was conceived as a political road and brought British Columbia into confederation, and had grown to be one of the largest private owned companies. That success was due to the courage, ability and integrity of its executive. These men had recognised not only their duty to their shareholders and their employees, but also to Canada and the Empire (Applause).

Growth of C.P.R.

When the Canadian Pacific construction commenced there were not more than ten small hamlets between the Ottawa Valley in the East and the Pacific Tidewaters in the West, a distance of nearly 3,000 miles. It was a dull outlook for traffic for a struggling railway company to face. By reason of it being a pioneer railway in a new country, it therefore necessarily imparted in subsidiary enterprises to encourage traffic and settlement. Their first great effort was the setting of the Government free land on the prairies and the their own lands adjacent to the railway. (The result was that it became a great colonization land townsite company.)

They built one of the largest irrigation projects on the American continent, the object of which was to enable settlers to make farms on from 40 to 80 acres of land, under intensive farming system and closer settlement conditions. Otherwise the land would have been occupied under dry farm conditions, namely, a settler to every one or two square miles. (To convey some idea of the size of that project, he need only remark that they had to dig nearly 8,000 miles of ditches.)

Another subsidiary company was the Hotel company. There being no capital available in the growing towns in the West for the construction of a suitable hotel, the company entered that field, first in Vancouver, then in the mountains, and from that it had grown to be the largest hotel company in the world. Their president, Mr. Bentley, announced recently that the company would build a hotel in London, the site and the character of which had not yet been stated.

"White" Empresses.

The subsidiary enterprise, however, in which your immediate interest lies, is the Canadian Pacific Steamships, Ltd. That also was entered into to feed the railway company. It started with sailing ships and chartered vessels, and thence to the "white" Empresses, and from that has grown to be the largest Canadian Steamship Company, with services on the Atlantic and Pacific, coastal services on both Pacific and Atlantic coasts and lake and river steamers, in their interior waterways. Within the last few years the Company had spent nearly 20 million pounds in steamship construction. (Applause.)

The Empress of Japan, the first of the three original steamships built by the company, was broken up a few years ago after having given good service to the company and the public for 30 years; may her mantle of services and efficiency fall upon this the successor to her name. (Hear, hear.)

Mr. Cameron here stated that Capt. A. J. Holland, Staff Captain, and Dr. Donaldson, made a trip round the world in 58 days 13 hours and 7 minutes on the ships and rails of the Company.

His Excellency's Happy Speech.

H.E. the Governor said:—I rise to propose the toast of the Empress of Japan and the ship's company. I have had a hint that I must be brief and I accept that suggestion with readiness and assure you that I will faithfully abide by it. I congratulate the Canadian Pacific on having such a magnificent ship and on sending her out to these waters. She is entirely in accord with the tradition of that great company, a company which we all recognise as one of the big assets of the British Empire. (Hear, hear and applause.) It is a company which operates a transport service with communications over, I understand, two-thirds of the circumference of the earth.

Kipling has said that a liner "is a lady by the paint upon her face." The Canadian Pacific have raised their liners to the status of Empresses and I am sure you will all agree that they are entirely justified as their liners are truly regal.

I suppose as a landsman I have suffered my full share of a long sea voyage. In addition to crossing the Atlantic and going to Australia in my early days, I have travelled from Malaya to England fifteen times and I felt that each voyage was more dreary than the last one. Even as a youth I never attained that proverbial boardship flirtation and in my later years I merely ate and drank and read and slept. I have come to the conclusion that one of the brighter sides of retirement of a public servant was that I should not go for any more long sea voyages. I feel however, that I must reconstruct my idea as I feel that no passenger can find a voyage on a ship like this in any way dreary.

"Cathedral and Dirt Track."

Its table as you have seen to-night is excellent, its accommodation magnificent, its furnishing leaves nothing to be desired and it offers every form of exercises that you can imagine; in fact it provides for every luxury that is necessary for the comfort of its passengers. A week or two ago, I happened to see a picture in Punch of two sailors discussing a modern liner. One of the sailors was saying that in a year or two no person will travel on board a liner unless they had a cathedral and a dirt-track on board. (Laughter.)

My own experience of the Canadian Pacific is restricted to a voyage on their rail at Montreal some twenty years ago and I look forward on my leave to increasing my acquaintance with the Company by travelling on one of its ships, and I hope it will fall to my lot to strike the Empress of Japan.

On behalf of the guests, I thank the Captain and his fellow officers for their hospitality and I ask you to drink to their health and success. (Applause.)

Captain's Reminiscences.

Captain S. Robinson, C.B.E., R.D., R.N.R., addressing the gathering, said: It is very difficult for me in an assembly like this to know what to say. I joined the old Empress of Japan in 1924 and I see scattered around the various tables to-night numerous faces of friends that I have known since that time. My main object in addressing you of course is to say how pleased I am to see you all here and particularly to thank your Excellency for your kind interest in coming here to this inaugural dinner.

I thought, as I was coming out what the various ships that we passed thought of us. Two days after we left Southampton we were at Gibraltar. Two days more and we were at Malta and another two days saw us at Port Said. We were one day coming through the Canal and two and a half days after that we were at Bombay and seven days later we reached Singapore. We arrived here from Singapore in three days.

I hope to have the pleasure of seeing you all on board this ship on some other occasion as passengers.

Tour of the Ship.

After dinner the guests were shown round the ship. Much has been written during the last week in the local Press in regard to the luxurious simplicity of the Empress of Japan, and it is therefore only necessary to state here that she amply justifies everything that has been said about her. The public rooms, smoke room, children's room, state rooms and swimming bath are the last word in comfort and luxury. Altogether the Empress of Japan is, as H.E. the Governor said last night, "truly regal."

MUKDEN DELEGATE TO PEIPING.

MANCHURIAN WARLORD STILL ON THE FENCE.

NORTHERN LEADERS IN CONFERENCE.

It is claimed at Peiping that Wang Ching Wei and Yen Hsi Shan have reached an understanding with Chang Hsueh Liang, the overlord of Manchuria.

According to Chinese telegrams from Peiping, Chang Hsueh Liang has dispatched a delegate in the person of Tang Er-Huo, the former Minister of Finance, to Peiping. Tang arrived at Peiping on Monday when he called upon the anti-Nanking leaders and explained the reason why Chang Hsueh Liang refused to receive the delegates sent by Wang Ching Wei, Yen Hsi Shan and Feng Yu Hsiang, adding that Chang will receive them as soon as he returns to Mukden from Hulutao Island, where he is staying at present.

Tang continued that Chang Hsueh Liang has allowed Manchurian politicians to participate freely in the new government of Peiping. Chang, however, considers it inopportune as yet to join the new government. Sun Chuan-fang will remain at Peiping permanently to represent the Mukden Government.

It is reported that Chang Hsueh Liang has dispatched a number of his subordinates including Lo Wen Kan, Dr. Wellington Koo, and Tang Er-Huo to represent Manchuria in the proposed Northern Government.

Chang Proposed As New Leader.

Some politicians at Peiping even proposed to appoint Chang Hsueh Liang as the chairman of the new Government so as to secure his co-operation, but the majority of the anti-Nanking leaders do not approve of this suggestion.

It has been definitely decided to hold the enlarged plenary session of the Kuomintang Central Executive Council on the 7th inst. Wang Ching Wei is expected to be back at Peiping before that date.

Wang Ching Wei is now conferring with Yen Hsi Shan at Shihchia-chuang for which place Feng Yu Hsiang has left. As soon as he arrives a conference will be held on the formation of the new government, the inauguration of which should take place soon.

In an interview with Press representatives, Tse Chih, the leader of the Saishan or Western Hill clique, said that the Kuomintang plenary session will establish as soon as possible an office to make arrangements for the convention of the People's Conference. Questioned as to whether the situation would be settled by other measures than military force, Tse said that unless Chiang Kai Shek retires, only military force would be of any use.

Welcome to Wang Ching Wei.

Tse added that it was originally decided to hold a mass meeting to welcome Wang Ching Wei but hitherto this has not been put into effect on account of the opposition by certain parties.

The Kuomintang and Shansi generals have issued a declaration to the Nanking soldiers advising them to turn against Chiang Kai Shek, or, on the other hand, that fighting should cease temporarily in order that the Nanking troops may suppress the Communists. Should they turn back for this purpose, the Shansi-Kuomintang forces would not assume the offensive. It is improbable that this declaration will have any effect.

Reports from the front indicate that a decisive battle is expected to be fought along the Tientsin-Bukow Railway, where the main forces of both sides are engaged. The conclusion of the fighting on this sector will mean the end of the war.

The Nanking troops on this front are said to be in a very favourable position and are expected to capture Taiwenkow at an early date. "Chiang-Kai-Shek" is personally directing the troops at Yenchow.

"TRAFFIC TIME" AT CENTRAL.

A CROP OF SUMMONSES.

Quite a number of cases came up for hearing before Mr. R. E. Lindsell at "traffic time" yesterday.

Mr. C. Michel, of the Peninsula Hotel, was summoned by Mrs. W. R. Scott for sounding his motorcycle horn unnecessarily in Caine Road at 3.15 p.m. on July 23.

Defendant pleaded guilty but said that he was cycling with a friend who was in front of him. When passing the police married quarters, he had occasion to stop, and to draw his pal's attention he had to sound his horn.

He was discharged with a caution.

Mr. G. H. Fowler pleaded guilty to the charge of driving along Broadwood Road without a special permit and was fined \$5.

A Chinese driver of a public-car was fined for driving in a manner dangerous to the public in Murray Road. He denied the charge, stating that he was only doing 20 m.p.h. He was fined \$25.

Five On a Cycle!

A Chinese youth named Li Chung To was summoned for not having full control of his motor-cycle combination whilst driving along Morrison Gap Road on July 23. It was stated that the machine was a light one and there were five persons on it.

Defendant pleaded guilty and was ordered to pay a fine of \$10.

Pleading guilty to the summons of not carrying a spare wheel, the driver of a garage car was fined \$5. The man told the Court that he had a spare wheel but one of the other tyres had a puncture so he had to use the spare wheel. In any case, he was going to the car stand and was not going to ply for hire until his spare wheel came back from the repair shop.

Red or Green?

Mr. H. E. Strange was the witness in a case in which an Indian constable summoned a lorry driver for disobeying a signal at the junction of Arsenal Street and Queen's Road East.

The constable's statement was that he had given the red light against defendant to give the right of way to Mr. Strange's motor-cycle, which was proceeding eastward along Queen's Road. In spite of this, the defendant came on and entered Queen's Road before he pulled up sharply on seeing Mr. Strange.

Defendant said that at first he saw the green light. Then it was suddenly changed to red, and he immediately stopped. He admitted that then he had already got out of Arsenal Street.

Further evidence was taken during the course of which the defendant got hopelessly muddled as regards his estimation of the distance from the junction when he first saw the red light. He tried again and said that he first saw the light when he was 20 yards away, and then 30 miles away!

Mr. Lindsell: What nonsense are you talking about! You saw that light 30 miles away!

The Magistrate then imposed a fine of \$10 and told the defendant he was lucky to get away so lightly.

STOWAWAYS ON DUTCH SHIPS.

EIGHT CHINESE SENTENCED.

Eight Chinese appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday on a charge of stowing away three on board the Tjiliwong from Sandakan and the rest from Singapore by the Dutch steamer Cremer.

All the defendants pleaded that they had no money and no work and were anxious to get back to the country.

His Worship, however, convicted the defendants and sentenced each to one month's hard labour or a fine of \$50.

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INTIMATIONS.

NOTICE.

BY Mutual Consent the Arrangement whereby Messrs. R. H. KOTWALL & CO. were appointed on the 15th December, 1927, to be the AGENTS for Home Kono TERMINATED on the 31st JULY, 1930.

A & S. HENRY & CO., LTD.
MANCHESTER.

Hong Kong, 1st August, 1930. [9699]

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R. H. KOTWALL & CO.,
HONG KONG.

Hong Kong, 1st August, 1930. [9700]

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TRANSFER BOOKS of this Company will be CLOSED FROM SATURDAY, 9th AUGUST, 1930, TO SATURDAY, 16th AUGUST, 1930. Both Days inclusive.

By Order of the Board of Directors,

D. L. KING,
Secretary.

Hong Kong, 17th July, 1930. [9682]

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ance and the latest available infor-

mation on all subjects of enquiry

will be placed at their disposal.

WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 5.30 p.m.,
stated:—

A shallow depression covers
China. The incipient typhoon to
the east of Luzon appears to be
filling up or moving N.E.

Local Forecast:—E. winds,
moderate; fair.

TYPHOON WARNINGS.

The following typhoon warnings
have been received by the American
Consulate-General from the Manila
Observatory:—

Manila, August 5, 11 a.m.—

Typhoon in about 129deg. Long. E.

and 16deg. Lat. E., moving N.W.

Manila, August 5, 11 a.m.—

Typhoon in about 144deg. Long. E.

and 15deg. Lat. E., direction un-

known.

Editorial and Business Offices: 11,
Ice House Street, Tel. 30351.

Night Editor (Wanchai Office):
Tel. 24511.

London Office: 53, Fleet Street,
E.C. 4.

REFERENCES have appeared in cer-

tain of our contemporaries to an

"informal opening" of the head-

quarters of the Hong Kong Jour-

nalists' Association. Those proceed-

ings appear to have been so in-

formal—and so unbusinesslike—

that we feel it necessary to make

some comment thereon, in order to

avoid any possible misunderstanding

of the position. Ordinarily the

affairs of Hong Kong journalists

would be of no public concern, but

the circumstances in which the

existence of the Hong Kong Jour-

nalists' Association has been brought

to public notice are such that we

consider it advisable to acquaint

the community with a few facts as

to what is being done—and how.

In January, 1904, a Journalists'

Association was established in the

Colony, and although it was short-

lived its promoters at least started

with dignity instead of impudence.

Some weeks ago a circular was

sent out to staff members of local

newspapers, suggesting the advis-

ability of establishing an Associa-

tion of journalists. A preliminary

meeting was called, attended by

members of the staffs of all local

newspapers, at which it was agreed

that the formation of such an

Association would be to their ad-

vantage. So far, so good—and the

headquarters of the Association

have been opened, but that has

happened meanwhile! Have any

rules of the Association been ap-

proved by—or even submitted to—

the members? Have appeals been

made to a number of gentlemen

outside the journalistic profession

for financial assistance? Have

persons lacking the slightest con-

nection with journalism been urged

to become "associate members"

of the Hong Kong Journalists'

Association? If the answers to

these questions are what we anti-

cipate, the profession has been

humiliated by the thoughtless

action of persons who profess to

be extremely anxious to uphold

the dignity of journalism. The head-

quarters of the Hong Kong Jour-

nalists' Association have been open-

ed, and we are told that "many

friends" called to wish the new

organisation every success, but the

manner in which the affairs of the

Association have been handled so

far does not give much reason for

expecting—or even desiring—any

success whatever.

So far as the Editor of this

paper is aware, there has been no

objection expressed by employers

against the staff-men of local news-

papers joining an Association to

protect their interests. Such an

organisation, properly conducted,

could be of considerable service

both to employers and employed.

But why go on in hand to persons

outside journalistic circles asking

years in the university were the
happiest of her life. "After my
strict home life they were certainly

a revelation," she said. "I was

not in the college dormitories at the

'Varsity. I had my own 'digs,'

and what is more, during one year

I had ten different addresses—so

restless am I. Perhaps my most

unfamiliar attitude has been my per-

sistent wish to be called 'Johnnie'

and not Amy, but to father I

always will be Amy. He is the only

one I allow the privilege; others

are snubbed until they call me

'Johnnie.' And now this clever,

as well as daring, young woman is

safely back home she intends to

apply the wonderful experience she

has gained to practical ends. Miss

JOHNSON has intimated her deter-

mination to give her whole time

and energy to aviation work—not

of a merely "stunt" character,

but directed at developing public

interest and confidence in air travel

and transport.

OURSELVES—AND OTHERS.

REFERENCES have appeared in cer-

tain of our contemporaries to an

"informal opening" of the head-

quarters of the Hong Kong Jour-

nalists' Association. Those proceed-

ings appear to have been so in-

formal—and so unbusinesslike—

that we feel it necessary to make

some comment thereon, in order to

avoid any possible misunderstanding

of the position. Ordinarily the

affairs of Hong Kong journalists

would be of no public concern, but

the circumstances in which the

existence of the Hong Kong Jour-

nalists' Association has been brought

to public notice are such that we

consider it advisable to acquaint

the community with a few facts as

to what is being done—and how.

In January, 1904, a Journalists'

Association was established in the

Colony, and although it was short-

lived its promoters at least started

with dignity instead of impudence.

Some weeks ago a circular was

sent out to staff members of local

newspapers, suggesting the advis-

ability of establishing an Associa-

tion of journalists. A preliminary

meeting was called, attended by

members of the staffs of all local

newspapers, at which it was agreed

that the formation of such an

Association would be to their ad-

vantage. So far, so good—and the

headquarters of the Association

have been opened, but that has

happened meanwhile! Have any

rules of the Association been ap-

proved by—or even submitted to—

the members? Have appeals been

made to a number of gentlemen

outside the journalistic profession

for financial assistance? Have

persons lacking the slightest con-

nection with journalism been urged

NANKING TROOPS ENTER CHANGSHA.

REPORT OFFICIALLY CONFIRMED.

[THROUGH REUTER'S AGENCY.]

Nanking, August 5.

It is officially confirmed that the Government troops entered Changsha this morning.

WANG CHING WEI'S "CONVERSATIONS."

MEETING WITH YEN HSI SHAN.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

Wang Ching Wei arrived at Shih-chiuchang yesterday morning. Yen Hsi Shan greeted the distinguished visitor at the station, after which an informal meeting of the Central Executive Council of the Kuomintang was held.

Yen Hsi Shan gave a banquet in honour of Wang Ching Wei and party in the evening.

Yen Hsi Shan and Wang Ching Wei are expected to go south today to meet Feng Yu Hsiang, but Wang Ching Wei is expected to return to Peiping in time for the first formal meeting of the enlarged Plenary Session, which has been fixed for August 7.

KANCHOW MISSIONARIES ADVISED TO DEPART.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

The American missionaries in Kanchow, Kiangsi, numbering 12, have been advised to leave their stations.

PLOT AGAINST SHANGHAI GARRISON COMMISSIONER.

[Wah Tat Yat Pao.]

SHANGHAI, August 5.

An attempt on the life of General Hsiung Shih Hui, the Garrison Commissioner of Shanghai, was made yesterday.

It appears that several people were seen wandering near the residence of General Hsiung, and the suspicions of the guards of the house were aroused. The latter notified the police of the French Concession, in which the house is situated.

On seeing the approach of the police, one of the suspects fired at them and then ran away.

Two of the gang were subsequently arrested, but no evidence of complicity in the attempted assassination was found.

SLIGHT 'QUAKE IN ITALY.

GENERAL PANIC FOR SEVERAL HOURS.

[THROUGH REUTER'S AGENCY.]

ROME, August 4.

A slight earthquake shock was felt at Meli and Rionero yesterday, causing a general panic for many hours before the terrified inhabitants were reassured and order was restored.

Meli was renowned for its Norman cathedral, which was destroyed by earthquake on August 14, 1821, when 1,000 persons perished. Rionero was almost destroyed by earthquake in 1851.

COMMUNIST MENACE ON YANGTZE.

JAPAN DESPATCHES DESTROYERS.

[THROUGH REUTER'S AGENCY.]

SASEBO, August 5.

Owing to the Communist menace on the Yangtze, the Twenty-Four Destroyer Squadron, comprising the Yonagi, Momo, Kashi and Narahashi, sailed today for Shanghai.

NATIONALISTS AIM TO RETAKE TSINAN.

FIFTY THOUSAND REINFORCEMENTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 5.

While the Communist menace in the Yangtze Valley grows apace, 20,000 Cantonese troops arrived at Tsingtao by steamer during the week-end and entrained for Kaomi. A further 30,000 Nationalist troops are expected in connection with a fresh attempt to retake Tsinan.

CANTON COAL COOLIES' STRIKE.

DEMANDS CONCEDED BY EMPLOYERS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 5.

The strike of the coal carriers in Canton, which has been dragging on for the past month and more, came to an end yesterday afternoon after the coolies obtained what they had demanded from their employers.

The matter had assumed a serious aspect when coal vessels coming into Canton could not get their cargoes unloaded. The industries in the city were threatened with the problem of a coal shortage. The strike was so effective, being engineered by the Chinese Seamen's Union, that the coal merchants concerned could not do anything to relieve the situation.

The matter was then brought to the notice of the Department of Civil Affairs of the Provincial Government for arbitration, but after several round-table conferences no agreement could be reached, as both parties refused to give in. The Government, appreciating the consequences of such a strike to the different industries and factories consuming coal, it continued too long, then ordered the strikers to go back to work on the old basis, pending some satisfactory settlement being concluded later. To this the strikers agreed. Through the Department of Civil Affairs, the matter was then brought to the attention of the Arbitration Committee to be dealt with. After an exhaustive investigation into the living conditions of the coolies on strike, the Committee agreed with their demand for an increase in pay from 45 cents to 52 cents for unloading each ton of coal in Whampoa, and from 28 to 30 cents for unloading each ton of coal in Canton.

Another demand meeting with sympathy from the Committee was that the commission of the foremen should be paid by the employers, and not be deducted from the wages of the employees.

The Arbitration Committee then called another meeting of the disputants and submitted the above conditions as a basis for settlement. After a protracted discussion the proposal of the Committee was finally accepted, and the strike came to an end.

CANTON RENTAL TAX.

INCREASE OPERATIVE FROM OCTOBER FIRST.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 5.

The Canton Municipal Government has announced that the increase in rental tax from 15 to 20 per cent. of the monthly rental will become effective from October 1. Those who are living in their own houses will be required to deposit with the police each month \$1.50 per cent. of the monthly rental. Thus, if a house costs \$10,000, the owner residing therein will have to pay \$15 each month to the Government in the form of rental tax.

The tax on temples and ancestral halls is less, being only 40 cents to each \$1,000 of the cost of construction.

HO'S MASTERLY INACTIVITY.

QUITS ON APPROACH OF COMMUNISTS.

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, August 5.

Mr. James Mason, of the China Inland Mission, graphically described his escape from Changsha disguised as a coolie.

Mr. Mason denounced the masterly inactivity of General Ho Chien, who usually quits on the approach of the Communists and returns when the latter retire, fires a lot of ammunition in the air, and then telegraphs the news of his triumphant victory.

UNRULY FRENCH TEXTILE STRIKERS.

NON-STRIKERS ATTACKED.

[THROUGH REUTER'S AGENCY.]

ROUBAIX, August 6.

The textile workers who are on strike in the Roubaix-Tourcoing region attacked motor-coaches conveying non-strikers to their homes on the Belgian side of the frontier. Many were hit by stones, and a chauffeur was badly injured.

The Belgian gendarmes were bombarded with bottles and bricks when they intervened.

The strikers fired revolvers, and the gendarmes loaded their carbines, upon which the strikers dispersed after hurling a bottle which struck the Police Commissioner on the forehead.

CANTON RAILWAY.

IMPROVEMENTS TO PERMANENT WAY.

A senior member of the staff of the Canton-Kowloon Railway Administration informed a *Canton Gazette* representative that a large number of new sleepers purchased from Manila by the Ministry has arrived at Canton, and been turned over to the line.

Work for replacing old and decaying sleepers in the Chinese section will shortly commence, and when this is completed, the original schedule of the express trains will be re-established.

The big shipment, numbering over 60,000 sleepers, the order for which was placed in Australia, is expected at Canton before the end of the year, when all the remaining old sleepers will be completely replaced.

The express trains can then cover the trip much faster, and it is estimated that the time may be reduced to three hours, instead of the usual four.

The Administration has purchased from America several modern coaches and kitchen-cars, thereby offering an up-to-date service to passengers.

WHAMPOA SCHEMES.

DETAILS OF PORT DEVELOPMENT PLANS.

At an interview Mr. Wong Him Yick, Acting Director of the Construction Department of the Kwangtung River Conservancy Board on August 2, the *Canton Gazette* obtained the following information regarding the schemes for opening up Whampoa into a sea-port.

The programme prepared for the first stage of the project consists of the construction of the embankment along the foreshore and several big wharves for shipping.

The expenditure for carrying out the work scheduled for the first stage is estimated at about one and a half million dollars, which amount has already been set aside by the Central Government from the Boxer Indemnity Fund returned to China by the British Government.

Thirty Million Dollar Scheme.

Mr. Wong said that when the work of surveying has been completed, construction would be taken in hand without any loss of time.

The total amount of expenditure for fulfilling the whole project is estimated to be over 30 million dollars, which will be released in instalments from time to time within a period of two years.

It is reported that the Board some months ago ordered from a local German firm several dredgers, which are due to arrive in Canton next month.

REVOLVER DUEL AT SHANGHAI.

TWO NOTORIOUS TROUBLE FOMENTERS ARRESTED.

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, August 5.

A revolver duel between the French police and tramway strikers resulted in the arrest of two notorious fomenters whose plot to assassinate a loyal Chinese official belonging to the tramways leaked out several days previously.

On Monday night, six men stopped their automobile outside the official's residence and behaved in a suspicious manner and opened fire when the police came on the scene.

INDIAN PEACE TALKS.

CONGRESS LEADERS AND GANDHI TOGETHER.

[THROUGH REUTER'S AGENCY.]

ALLAHABAD, August 5.

The Viceroy has authorised the removal of the Indian Congress leaders, Pandit Motilal Nehru and his son, Jawaharlal Nehru, who are incarcerated here, to Poona, where Gandhi is in the Yeruda Gaoi, with the view to facilitating their peace talks.

RIOTS IN UNITED PROVINCES.

HINDU PROCESSION OUTRAGES MOSLEMS.

[THROUGH REUTER'S AGENCY.]

NAINITAL, Aug. 4.

A communal disturbance broke out at Ballia, United Provinces, today, owing to a Hindu procession of 15,000 persons insisting on passing the Mosque in defiance of the authorities' prohibition.

A crowd of angry Moslems assembled, determined to oppose the procession.

The police fired on the mob and five persons were killed and 10 wounded.

The situation was later controlled.

Civil Resistance Campaign.

BOMBAY, August 5.

The Congress Working Committee, which met in secret last week to consider the intensification of the civil resistance campaign, has published its resolutions, directing Congress organisations to boycott foreign cloth, British goods, and Government loans, and also to boycott the legislatures, Government officials, and ordering the withdrawal of deposits from the Post Office savings banks, and the withdrawal of support of British insurance, banking, and shipping concerns.

The Committee also reaffirmed the resolution passed at Allahabad on June 7 recommending that Indians employed in the police and military forces refuse to obey orders when dealing with the civil disobedience movement.

OBITUARY.

MOTHER OF MEI LAN FANG.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

The mother of Mei Lan Fang, the famous Chinese actor, died here yesterday.

Some surprise was caused in Bangkok recently when it was learned that the mother of Mei Lan Fang from China, had to appear before the director-general of police to explain the object of their visit. It is understood that they will be allowed to stay for two weeks, but before they can visit any school they must get the permission of the authorities. The gents are planning to visit Singapore.

CHINESE ATTACKS FOREIGN LADY.

INFURIATED SOLDIER USES BAYONET.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 5.

Mrs. Hearne, the wife of the Engineer-in-Chief of the southern section of the Tientsin-Pukow Railway, was attacked in her bedroom in her residence at Puchen, near Pukow, early this morning by a Chinese soldier, who, infuriated at the resistance offered, used his bayonet to overcome the struggles of Mrs. Hearne.

Mrs. Hearne is at present in the Nanking University Hospital, and her condition is very serious.

U.S. NAVAL REFORM.

VESSELS NEEDED TO GUARD COASTLINE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, August 4.

A change is foreshadowed in the United States submarine building policy.

The Navy Board is considering the best use of the 52,700 tons of submarines allotted under the London Naval Treaty.

According to officials, the Navy Department Board may advocate abandoning the building of fleet vessels of 2,000 and 3,000 tons, capable of a double journey across the Atlantic without refuelling, and building instead smaller vessels to guard the coast line.

BENCH AND POST-WAR LAWLESSNESS.

"HOPELESSLY ABANDONED VIEWS."

When the defence of joy-riding was raised at Middlesex Sessions last month in a case in which Louis Stone (33), an engineer, and Cecil Atkinson (18), a motor-driver, were accused of breaking and entering a garage at Tottenham and stealing a motor-cycle, the deputy chairman, Sir Herbert Nield, remarked that joy-riding was never heard of until after the war. "This is a post-war period," he said, "has brought us face to face with some of the most determined and hopelessly abandoned views of not conforming to the law that one can possibly conceive."

Stone and Atkinson were found not guilty and discharged.

Sir Herbert said that the new law would stop the joy-riding practices. "These gentlemen," he said, indicating Stone and Atkinson, "will find that their joy rides will not protect them from having a period of solitude in which to reflect upon their misdeeds."

EXPLOSION CAUSED BY ANGRY CHILD.

CRACKER THROWN ON POWDER.

A child, in a fit of temper because she was refused money to buy ice-cream, caused an explosion at her father's fireworks plant at Neptune, New Jersey, last month, killing herself, her grandfather and her baby cousin, and destroying four buildings. A third child, aged three, is missing. The first explosion occurred in the child's home, next door to the factory.

The police were told that Millie Cimino, aged nine, asked her mother for 25¢ to buy ice-cream. When this was refused she asked for a match, and stamping with anger, lighted a fire-cracker and tossed it on to a heap of powder which her grandfather was mixing on the porch of the house. Four violent explosions followed in quick succession.

Powder kegs, Roman candles and fireworks of all descriptions went off. Exploding skyrocket and blazing debris were hurled through the roof of one of the wrecked buildings was carried a quarter of a mile and the bodies of the victims were flung 30 feet.

The child's house, being stored with crackers, blew up at the first explosion.

Millie tried to escape the disaster she had caused by seizing her baby cousin and flying for safety, but she was killed before running more than a few feet. Millie's mother, aunt and other persons escaped with slight injuries.

BANDITS TORTURE LADY MISSIONARY.

GHASTLY FATE IF RANSOM NOT FORTHCOMING.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

It is learned that the Communist bandits who are holding Miss Nettleton and Miss Harrison have cut off one of Miss Nettleton's fingers and sent it to the authorities demanding \$50,000 as ransom for release by her captives.

The British Legation is most reticent in the matter, but it is believed that the Communists have threatened to cut off other fingers if the ransom is not quickly forthcoming.

On July 18 efforts were to be made by a party to get into touch with Miss Nettleton and Miss Harrison, of the Church Missionary Society, who were captured by Communist bandits while travelling from Changan to Kienning on July 4.

A letter signed by Miss Harrison, but dictated by her captors, demanded that \$100,000 be sent to the District Soviet Government within a fortnight, failing which both ladies would be shot.

CHOPPER ATTACK ON CONSTABLE.

THIEF'S EFFORTS TO AVOID ARREST.

A fight between a policeman and a thief in a scavenge lane in Shamshuipo was described to Mr. Whyte-Smith at the Kowloon Magistrate's court yesterday, when a Chinese was charged with having stolen a blanket and with assaulting a Chinese constable.

Giving evidence, the constable stated that, together with one of his companions, he noticed the suspicious behaviour of the defendant, who was seen to walk along the pavement of Tai Nam Street and later come out with a blanket in his hand. The defendant then entered a lane. Witness told his comrade to follow the defendant, while he himself would cut off defendant's escape from the other exit of the lane.

About a yard away from him, witness shouted to the defendant to stop. The thief was then seen to search for something concealed in his body. He brought out a chopper and commenced to attack the constable. The other policeman had meanwhile arrived, and with his assistance the thief was overpowered and taken to the Police Station.

Addressing the Magistrate, the defendant said that he found the blanket lying on the street. As it seemed to belong to nobody, he picked it up. With regard to the chopper which had been used by him, defendant explained that he always carried it along with him, as he needed it for the purpose of cutting herbs on the hillside.

After evidence had been given by a coal coolie, who stated that he lost the blanket while sleeping on the pavement, the Magistrate sentenced defendant to three months' hard labour.

BAN ON CARS AT CAMBRIDGE.

DRASTIC ACTION AT THE UNIVERSITY.

Undergraduates at Cambridge kept on motoring will have a shock on their arrival next term.

Certain colleges have decided that for the academical year 1930-31, men in their second year shall not have motor vehicles, and that after next June no undergraduate, unless in quite exceptional circumstances, shall have permission to keep a motor while in residence.

Notices are being posted informing undergraduates and their parents or guardians of the new regulations, on the ground that the possession of motor-cars or motor-bicycles nearly always prevents undergraduates from making the best use of their residence.

The notices state that the present restrictions with regard to the use of motor vehicles shall henceforward apply to second-year men as well as freshmen, and after June 1931 to all undergraduates, that during next year there shall be no "late leaves" for motor vehicles beyond the normal hours, and that next year motor cars shall be kept in a public garage.

Branches of these regulations will be regarded as very serious offences.

SHANGHAI GODOWN DESTROYED.

HALF A MILLION TAELS DAMAGE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 5.

Two Chinese burned to death and damage estimated at Tls. 500,000 were the results of a fire in one of Messrs. Butterfield & Swire's godowns at Pootung this morning. A considerable quantity of tea and paper is believed to have been destroyed.

CROYDON GREET'S "JOHNNIE."

PRIDE IN OUR WONDERFUL EMPIRE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 4.

Miss Amy Johnson, arrived at Croydon today by air, and was escorted by seven planes.

Welcome By Air Minister.

She was enthusiastically greeted on landing by a huge assemblage, and was officially welcomed by the Air Minister, the Rt. Hon. Lord Thomson, and Miss Bondfield, Minister of Labour.

Dense throngs inside and outside the Croydon aerodrome awaited patiently the Indian air mail plane City of Glasgow, in which Miss Amy Johnson was travelling, having left Vienna at seven in the morning.

Arrival In Darkness.

Darkness was drawing on when, shortly after nine, the machine with escorting planes circled over the aerodrome to the accompaniment of deafening cheers.

In Parents' Embrace.

Immediately the machine had come to a standstill, Amy stepped out and affectionately flung her arms around her mother and embraced her father and sisters.

British Government's Welcome.

In welcoming her on behalf of the British Government, Lord Thomson described the flight as one of the most memorable achievements of 1930, which was a "young woman's year." He said that Amy's pluck and tenacity of purpose had won the hearts of the British people.

Value of Flight to Empire Aviation.

A tribute was also paid by Lord Wakefield, who laid stress on the value of the flight to Empire aviation.

Prefers to be Known as "Johnnie."

Replying, Miss Amy Johnson said that the faith of a few staunch friends carried her through all difficulties. She wanted to show by her flying how she loved England, how glad she was to be a member of a wonderful Empire. She was sick at the sight of her name and photograph in the newspapers, and declared "cannot we drop Miss Johnson and start from today with the name 'Johnnie' by which I am known at the London Aeroplane Club, where I learned to fly?"

At the conclusion of the speeches, "Johnnie" drove in a procession of motor cars around the aerodrome, then started on a triumphal drive to Grosvenor House Hotel, Park Lane, where a reception was held in her honour.

The route was thronged with dense crowds who waited for hours to welcome her. They set up a tremendous roar of cheering as the car approached.

Special police were called in to cope with the crowd outside the hotel, most of whom were women.

AUSTRALIA-BRITAIN FLIGHT.

AUSTRALIAN HOPS OFF ON FIRST STAGE.

[THROUGH REUTER'S AGENCY.]

SYDNEY, August 5.

The Australian airman Cunningham hopped off from Windham bound for Bima at 5.45 a.m. (West Australian time) on the first stage of a flight to England.

Sports News

Lawn Bowls.

INTERPORT TEAM FOR SHANGHAI.

A HURRIED SELECTION METHOD.

[By "BACK WOOD".]

The whole of Saturday's lawn bowls league matches had to be postponed again owing to the bad weather. This was the third time such a thing happened and the fixtures on this occasion were supposed to be the closing ones of the season. The joint-leaders in the senior division (Craigengower and Civil Service) are at present on the same footing, each side having lost once and four matches still to go. Next Saturday they will be making their third attempt to carry out their first meeting. This will be on the ground of the champions and a fireworks display may be expected.

Junior honours seem to be safely in the hands of either Bowling Green or Civil Service since the Yacht Club were defeated by the former and lost an outside chance they had in striking for the top position. Bowling Green have an advantage of two points which they gained at the expense of their rivals in their last match at Kowloon. On Saturday the return match takes place on the Civil Service ground. Two of the most important matches in which championship prospects are involved are therefore being played on neighbouring grounds the same day, subject of course to the weather permitting it.

The composition of the team to represent the Colony in the Interport matches in Shanghai a month hence has already been announced. They are Messrs. C. Atkinson (Captain), F. C. Goodman, R. F. Luz, G. McLeod, W. H. B. Musket and C. G. Silva. It would be unfair to criticise the selections since it is understood that they are the best that could be picked out from the names sent in. Luz will be a tower of strength in the team for, despite his youth, he has proved to be the best player in the Colony. Atkinson has had Interport experience and will no doubt adopt the necessary tactics in an endeavour to beat Shanghai on their own ground. The task is by no means an easy one as they have a strong crew up there which they can move about in the three matches.

A point which seems to have been overlooked, and which cannot be allowed to pass without comment, is the unnecessary hurry in selecting the team. According to the Association notice the names of those prepared to go if selected were to be sent in by July 20. I expect this was done, for ten days later the selections were announced. Two leading players mentioned to me that had the closing date been extended to near about the middle of August there was a possibility of making sure of going and sending in their names. I quite agree that the closing date could have been advantageously postponed to August 10 and the selections made four days thereafter at the most.

AUSTRALIAN CRICKETERS AT SWANSEA.

GLAMORGAN ALL OUT FOR 99 RUNS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 4. Glamorgan gave a poor display in the match with the Australian cricket team at Swansea to-day, as the whole side was dismissed for only 99 runs. Continuing their innings, which was left at 149 for two wickets on the first day, the Australians went on to make 245 runs. Glamorgan lost all their batsmen for 99 runs. The tourists had a short time at the wickets when stumps were drawn. The score details at the end of the second day were:

Australians, 1st innings	245
Bradman, 58	
Jackson, 53	
Ponsford, 53	
Ryan, 6 for 70	
Glamorgan, 1st innings	99
Grimmett, for 34	
Australians, 2nd innings (no wickets)	18

ROYAL HONG KONG GOLF CLUB.

LADIES' SECTION.

From the Hon. Secretary of the above we have received the following:

Captain's Cup.

Mrs. Bonnar qualified for July with 83-19-70.

Best Aggregate Score.

Mrs. A. B. Stewart won with 198 nett.

U.S. BASEBALL RESULTS.

[REUTER'S AMERICAN SERVICE.]

New York, August 3.

The following are the results of the baseball matches in the National and American Leagues played yesterday:

National League.			
Brooklyn	0	New York	4
Boston	3	Philadelphia	2
American League.			
Philadelphia	13	Boston	14
St. Louis	2	Cleveland	5
Detroit	7	Chicago	3

RUGBY TOURISTS' BIG CASUALTY LIST.

MANAGER CABLES TO INDIA FOR A T. YOUNG.

Confronted with a serious half-back problem with both W. H. Sobey and T. P. Murray injured, Mr. James Baxter, manager of the British Rugby touring team, has cabled for A. T. Young to reinforce the team. He hopes Young will be able to reach Wellington from India in time for the fourth Test match on August 9.

In the meantime the team lacks an international scrum-half. To cope with the emergency R. S. Spong, the stand-off half, will be tried at scrum-half against a Maori XV.

Murray, who dislocated his shoulder in the second Test match and was taken to hospital, has now been discharged, but he is still on the growing casualty list.

J. S. R. Reeve and J. Hodgson are almost fit again, and R. Jennings is improving. Sobey, however, although he is walking freely is not yet able to attempt any training.

"If fate had not frowned on Britain there might have been quite a different ending, says one of the New Zealand papers, referring to Britain's defeat in the second Test.

Nobody can yet say with certainty whether New Zealand can defeat the visitors in the majority of Tests. Many shrewd judges even assert that the honours are still with the visitors.

EARL HOWE'S SPEED.

FAMOUS RACER NOT KNOWN TO JUDGE.

Earl Howe, of Curzon-street, Mayfair, the well-known racing motorist, was sued at Westminster Country Court recently by Mr. William Charles Malster, of Alexander-road, West Kensington, for damages for injury to his knee. Earl Howe counterclaimed £7 damages to his motor-car.

It was stated that Mr. Malster, a butcher's salesman in Shepherd's Bush market, and two other men were hauling a truck across the road when Earl Howe, in a racing car, came into collision with the truck.

Mr. E. F. Lever (for plaintiff): Lord Howe, no doubt, did his best and put on his brakes. He is a skilful driver.

Judge Sir Alfred Tophin: Is he? He is not known to me. On what do you base your belief that he is a very good driver?

Mr. Lever: Because of his racing ability, and also of his conflicts with certain authorities.

Earl Howe said he was driving at about 15 miles an hour.

Mr. Lever: What speed can you get out of this racing car?

Ninety-five to 100 miles. You have had differences with the authorities about it for years. How many times?

Have the occasions gone into the figures? You must have nearly reached the century!—No, I think there have been about 14 or 15 convictions.

Judgment was entered for the plaintiff for £46.10s. and costs, and the counter-claim was dismissed with costs.

GOLF PENALTIES.

HOW THEY DIFFER IN STROKE AND MATCH PLAY.

MORE CURIOUS POINTS.

It would seem that the number of golfing arguments is limitless, writes Charles Buchan in a London paper. The latest I have heard concerns the penalty for playing the ball outside the limits of the teeing ground, when commencing a hole, and it is strange that opinion should differ on this point, for the rules of golf define the position quite clearly.

In stroke play if a competitor plays his first shot from outside the regulation two-club-length rectangle at any hole, he shall count that stroke, re-tee his ball and play his second from within the prescribed limits.

Yet, in match play, there is no penalty for this infringement. If a player plays from outside the boundaries on the tee, his opponent may at once recall the ball, and he must play the shot again from the correct place, just as if he were making his original stroke.

What is an Obstruction?

During a match recently there was a grave discussion over the moving of an obstruction and what constituted an obstruction. There are many mentioned in the rule, but the best way to remember them all is to classify them together as articles for the upkeep of the course.

Anything that is required to keep the course in order also guide posts, tee-boxes, etc., may be removed, while if the ball is lying on or touching such an obstruction it may be lifted and dropped behind, without penalty. Any ground opened or covered up is included in this category.

There are two points to be observed—if the ball is moved while removing an obstruction it can be replaced without penalty and if the ball, in such circumstances, be lifted in hazard, it must be dropped in the hazard.

A Harsh Rule.

One of the very few rules that do injustice to a player is that which demands a penalty stroke, if he or his partner, or either of their caddies, accidentally move his, or their, ball when it is in play, or touch anything that causes it to move.

It seems decidedly unfair to be penalised for an accident, but the rule teaches a player to be careful.

Such a penalty stroke cost Roger Wethered the Open Championship in 1921, when he tied with Jock Hutchison, for during one of the rounds, he inadvertently trod on his ball, and paid the price of a stroke which would have given him the title.

Although the rule is harsh, there is only one exception allowed. Should a player or his caddy, when searching for an opponent's ball, accidentally touch or move it, no penalty is incurred, but it must be replaced or the hole lost.

TAX ATTACKS.

HOW A JUDGE DEALT WITH DEFAULTERS.

Mr. Justice Rowlett dealt in London recently with a long list of tax defaulters. Here are some incidents during the hearing of the cases.

The Crown Counsel pointed out that the delay in payment was not so much the fault of the taxpayer as of her advisers. "She has been too remiss in leaving her affairs to others," he said.

Mr. Justice Rowlett: The best thing to do is to send the old lady to prison. (Then she will get some fine damages against the solicitor.)

Eventually he agreed that the matter should stand over for a couple of months.

"Surtax is the same thing as supertax, only it lasts for a year after you are dead. (That is the only difference.)"

When the taxpayer heard this from the Judge he was so impressed that he consented to judgment.

A man said that his income was only £300 a year, that he had one son at the University, another at school, and a wife. Yet he had been asked for £84 tax.

The Judge said that he couldn't help him. He had been asked first for £90, and on appeal got it reduced to £84.

The taxpayer had been very unhelpful, complaining that his capital and not his income had been taxed.

A man said that he was in prison when the demand for tax was served on his wife. He didn't consider it a valid assessment.

The Judge did, and ordered him to pay up.

HIGHLANDERS' FLING IN LONDON.

STORNOWAY BOYS' WHIRLWIND TOUR.

"Och, here's a loon wi' a wee bit fish hook in his stomach!" It was no good.

We stood in the Chamber of Horrors at Mme. Tussaud's, twenty Stornoway lads and I. One had a pair of bagpipes. However, they admitted us.

And I (writes a London journalist) took these twenty Sea Cadets, who have never seen a train, or an omnibus, or a wonderful London policeman, these twenty, tall lads, with the spray still in their hair and the rippling "Scot'sh" fresh on their tongues, and put them in the Chamber of Horrors—and hoped.

It was a last resort. They make storn stuff in Stornoway. These twenty live many miles from anything, and yesterday I turned London inside out, but could not get a gasp!

So I suddenly ordered twenty lemonsquashes and decanted the whole party in front of a livid corpse swinging from a hook! And—"Och, here's a loon wi' a wee bit fishhook in his stomach!" Oh, Scots wha hae . . . oh . . .

Highland Pride.

Grand lads! They towered up in the street, bronzed and fierce. They made us Londoners seem fishpaste-tinted athletes. I staggered "em—I know it. I amazed them and frightened the life out of them. But the fierce Highland pride made them appear like blasé boulevardiers taking their ease in familiar ways."

While we were threading our way through a tight-jammed mass of belching traffic in the heart of the City, one turned and said: "About hoo many Stornoways would ye think there are in London?"

"Oh, aye!"

Then one saw a real British policeman.

"There's a slope," he said, simply.

"Look at the pegs," laughed his pal. If Stornoway says it, truly the British "slope" is wonderful—and the peg too, for that matter.

Right out on the St. Paul's gallery I took them until London stretched out around, with the smoke haze above and the bellow of the city humming up to us.

"How do you feel?" I asked a cadet.

"Thirsty!" he replied, pleasantly.

So we went to Lyons' Corner House by the corner of Tottenham Court-road, that supreme triumph in marble and service. And, as proud as princes, they strode through a thousand diners in the giant café there, and although a string band played while they ate they never batted an eyelid!

The traffic frightened them, but they would not show it. They hurried themselves across roads with goggling eyes, he of the bagpipes clutching the weapon to his breast. But they were always there on the other side—ready for anything.

The Tower, the Bank, the Mint, a service in Westminster Abbey, the changing of the guard at Buckingham Palace—I showed them a babbling hotch-potch of history and guide-bookery for their benefit.

They like statistics in Stornoway. In the Bank of England district I was asked, "About hoo much is this land an acre?" I told him.

"Oh, aye."

O Wallace!

Girls Unheeded.

Their discipline was superb. Half the pretty girls in London smiled at them. Did they turn their heads? Did they, Banckeburn!

How thirsty they were! One said to me, "London has everything but water, sir."

And when you come to think of it—he's right!

Finally, full of more food than I thought possible, tired, amazed, and happy, they climbed into their motor-coach to leave. I looked at their set, serene faces and thought I had failed.

And then, just as the coach began to move, they cheered, three of the most magnificent, full-throated cheers that went rocketing up into Tottenham Court-road and frightened a horse!

Stornoway—you'll do!

A story of an attack by ten fully-grown adders is told by George Pearl, aged 32, who was taken to Boscobel Hospital suffering from adder bites. Pearl, who was cycling about the country searching for

snakes, was attacked in the New Forest, and fell asleep. He was aroused by biting sensations, and discovered that he was being attacked by a group of about ten adders. He got up in alarm and ran away. His arm troubled him, and when he went to Boscobel Hospital he was found to be so severely bitten that he was detained.

COUNTRIES WITH NO DEATH PENALTY.

EXPERIENCES OF NORWAY AND ITALY.

A Norwegian witness and an Italian witness were heard recently by the House of Commons Select Committee on the Capital Punishment Bill, presided over by the Rev. James Barr. The Committee had heard at earlier sittings penal authorities from Belgium and the U.S.A.

A decrease in the rates of murder and manslaughter in Norway since capital punishment ended 55 years ago was spoken of by M. Kristian Hansson, secretary of the Norwegian Prison Commission. "The number of murders per 100,000 inhabitants," Mr. Hansson said, "sank from .16 to .00 between 1898 and 1904. It is not possible to say with certainty what are the real causes of this decrease; we can only state the fact that the number of murders has gone down both after 1875, when capital punishment ceased to be applied in practice, and after 1905, when it was no longer law."

Only one murder was committed in Norway in 1928, or .07 per 100,000 inhabitants, and in 1927 there were only five cases of manslaughter, or .37 per 100,000.

Growth of culture, a higher standard of life, and better police organization were perhaps contributory causes to the decrease in murder and manslaughter. Murderers were sent to the ordinary central prisons and might, like other prisoners, be released on probation after serving two-thirds of their sentences.

Answering Mr. Marjoribanks, Mr. Hansson said there had been no signs that the repeal of capital punishment in Norway had encouraged criminals to use firearms. Asked whether prison wardens in Norway were safe, he said that since the present criminal law came into force there had been only one case of the manslaughter of a warden. The deed was committed by a man under life sentence and he committed suicide a few days after. There were two cases of stabbing of wardens before capital punishment was abolished.

Mr. Marjoribanks: A United States judge has told us of a murderer who led his victim across the border from a State where there was capital punishment into one where there was none. Does that impress you?—Yes.

Dr. Ethel Bentham: Have you known a murder where the victim was brought into Norway across the frontier from Sweden? (Laughter.)

No.

Mr. Culverwell: Are not the figures so small that one can draw no valid conclusion for or against executions?—The figures have a certain tendency which cannot be set aside.

But that tendency is going on in every country with improvement in social conditions?—Quite, but I think the figures show capital punishment is not the better deterrent.

Dr. Adrian Dingli, a member of the English and Italian Bars, stated that the rate of homicides had gradually decreased in Italy since 1880. The death penalty was never applied from 1878 and 1900 it was abolished. The causes of the reduction were complex, including changes of environment, hygiene, and industrialization, with education. The rate of homicides was very small in England compared with the rate in Italy, but this country had a higher proportion of murders of the premeditated type. The new Italian penal code which was expected to be adopted featured established capital punishment for homicide as well as for various political or semi-political offences for which other recent laws had fixed the death penalty.

MODERN YOUTH AND WAR.

"REPUDIATION AND NON-COMPLIANCE."

The belief that the present generation would refuse to take part in any war in the future was expressed by the Rev. A. E. J. Cosson, the newly elected president of the United Methodist Conference, when the conference opened at Sheffield last month.

"Followers of Jesus were unable to prevent the last war," said Mr. Cosson, "but we have had our eyes opened and we have seen what an unutterably godless thing war is and always must be. Unless I entirely mistake the resolves of the young Christian men and women of to-day, they mean to follow up their repudiation of war by non-compliance in any war of the future."

In reference to church ceremonial, he said Free Churchmen had a traditional suspicion of the use of art in worship, but they must be careful how they judged people who held that they could honour God most by making the sanctuaries beautiful with gems and paintings.

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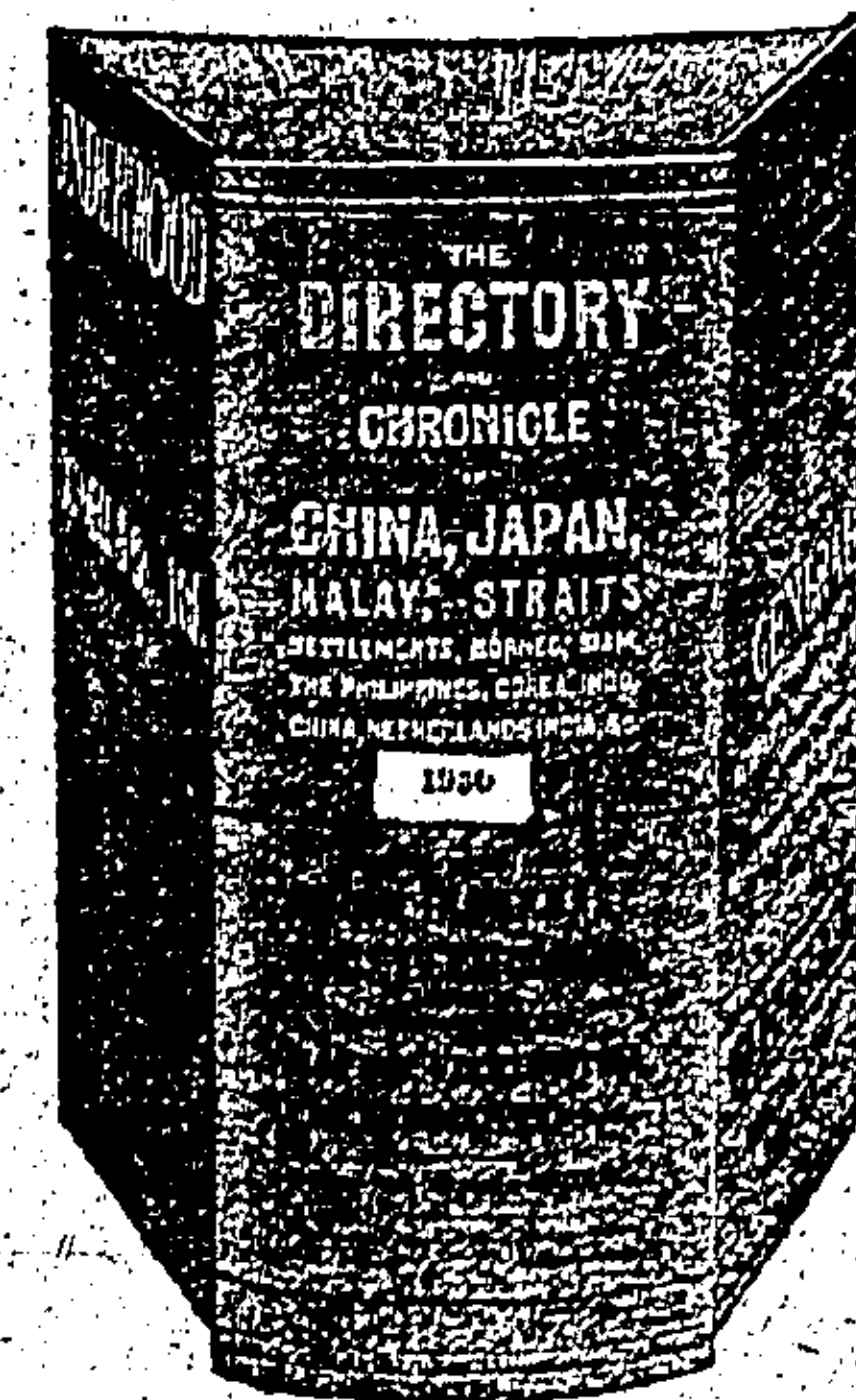
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PASSENGERS.

Departures.
The following passengers left yesterday by s.s. President, Mr. Kinley, Miss R. Chapman, Mr. T. DeJima, Mr. F. W. Hartman, Mr. K. Lutawicz, Mrs. D. Loder, Mr. E. T. de Mattos, Miss K. Sandler, Miss M. Wood, Mr. W. J. Jongsneel, Mr. A. S. Brink, Miss Z. Strauss, Mr. W. F. Wood, Mr. G. W. Brophy, Mr. Li Sui Yum, Mr. Ng Thi, Master Ong Kam Ong, Mr. Lo Kwong, Mr. E. Besserer, Dr. C. Swann, Mr. S. M. Suhr, Miss P. Thompson, Mr. R. Verches, Mr. T. Iweda, Miss E. Monheimer, Miss H. B. Schwartz, Mr. J. A. Bergman, Mr. H. W. Briving, Lieut. and Mrs. E. H. Duane, Mr. K. B. Mackenzie, Mr. J. E. Logan, Mr. Kong Pak

Yuek, Mrs. Wu Shue, Mr. J. C. Pepper, Miss M. E. Duane, and Mr. E. R. Broderick.

The following passengers left yesterday by the s.s. Yokohama Maru: Rev. R. K. Keithahn, Dr. Richard Sorge, Mr. Chen Shang Kwai, Mr. Y. Y. Lee, Mr. Peter van Klavesen, Mr. Luise H. Lee, Mrs. E. Palmer, Miss M. E. Menton, Miss A. G. Stewart, Miss E. Gibbs, Mrs. A. Drury, Miss L. N. Sylvester, Miss J. M. Donald, Miss C. M. McKinnon, Mr. P. Abillo, Mrs. J. B. Sweet, Miss Sweet, Miss Alice Satre, and Miss Li Wai Lan.

The following passengers left on August 4 by the s.s. Korea Maru: Mr. J. H. Davy, Mr. Emil Rizick, Mr. H. Hino, Mr. and Mrs. Katsumata, and Mr. S. Kishimoto.

H.M.S. MAGNOLIA IN JAVA.

ROUND OF ENTERTAINMENTS.

On Thursday, July 17, H.M.S. Magnolia steamed into the harbour of Tanjong Priok. The Commander was the guest of the Acting British Consul-General and Mrs. Fitzmaurice during the visit of his ship to Batavia.

On Thursday afternoon Mr. and Mrs. Fitzmaurice gave a the dance at their home on Koningsplein Oost, to introduce the Dutch naval people and other residents of Batavia. About a hundred and fifty people were present.

Mr. and Mrs. Fitzmaurice received their guests on the large verandah, or what the Dutch call the front gallery, of their house. Tea was served at numerous tables on the lawn in front of the house. An attractive scheme of flowers was carried out in our national colours.

The band stopped playing at 8 p.m. and this brought to a conclusion a very successful party.

On Friday evening, July 18, the usual monthly dance of the Box was held, and the naval officers were the guests of the club.

Mr. and Mrs. Fitzmaurice had a dinner party at which they entertained Admiral Ten Broeck Hoekstra and other Dutch naval officers, and a few of the officers of the Magnolia. After dinner the party went to the Box dance.

On Saturday afternoon a football team of men from the Magnolia played a Box team on the club grounds. It resulted in an easy victory for the navy, the score being 6-2.

On Sunday there was a cricket match and on Monday a hockey match.

On Monday Admiral Hoekstra gave a luncheon party. On Tuesday evening Commander Butter and his officers gave an entirely unofficial but very delightful party on the Magnolia.

Owing to the very restricted space on the gunboat the party was necessarily limited to a small number of guests, but those who were lucky enough to be present thoroughly enjoyed themselves.

The officers went to great trouble for the entertainment of their visitors, who greatly appreciated their hospitality and found the navy to be perfect hosts.

H.M.S. Magnolia left early on Wednesday morning. Her visit has left pleasant memories, and this breath of Great Britain was very refreshing to those living for years in a foreign country.

CONFERENCE ON CREMATION.

PREVENTION OF CRIME.

Professor Sydney Smith, Professor of Forensic Medicine at Edinburgh University, initiated a public debate at a conference in Edinburgh of the cremation authorities of Great Britain recently.

Professor Smith, taking "Cremation and Crime" as his subject, called attention to the greater stringency of the regulations in regard to the manner of certificates required in the case of cremation than in the case of earth burial. There was, he said, no chance of slipshod certification in cremation.

For instance, the investigation preliminary to burial would detect whether there had been poisoning. It was a deterrent, because a murderer would hate the idea of two or three medical men poking around bodies to see what the cause of death might be. Cremation would discover crime which might otherwise escape detection. It would thus tend to prevent crime. He thought the safeguards in earth burial should be brought into line with safeguards in cremation.

Christian Doctrine Favourable.

The Rev. Dr. George Christie, of St. Andrew's Church, Edinburgh, who spoke from the point of view of the Christian Church, said there was nothing in Christian doctrine as understood and taught in this country to render cremation anything but advisable and in some cases extremely proper. The spirit was not affected by anything that happened to the poor carcass.

Dr. J. Johnston Jarvis, Leeds, said the disposal of the dead in the country was a simple thing, but in urban communities it became a real problem. Cemeteries in congested areas were, to his mind, a source of danger. He instanced a case in Leeds, of which city he was medical officer of health. In a cemetery in this heart of the city trial holes that they had examined were found to be greatly contaminated with bacteria. There was definite risk that this water was percolating through to the underground water supply which was serving some houses in the district.

Use for Closed Cemetery.

The morning session was largely devoted to a discussion on cremation in regard to public health and sanitation. The Chairman, Mr. Murray, N. Phelps, of Birmingham, suggested the use of closed cemeteries for the burial of the ashes of cremated bodies. He had recently informed an old lady that those great personages who were given the honour of burial in Westminster Abbey were first cremated, and only the ashes were deposited. The old lady, he said, pondered the matter for some time, and then she said that was a proper regulation, because it was a populous neighbourhood. (Laughter.)

He also suggested that as interment of urns was freely permitted, it would be a possible source of income to the church. Many would be willing to be cremated if their ashes could rest inside the church where they and their ancestors had worshipped for many years.

In reply to a question, the Chairman stated that there had been no actual proof of a case of disease being traced to the existence of a cemetery, although in more than one case there was more than a suspicion that illness might have been caused by proximity to a cemetery.

The attitude of undertakers to cremations was introduced by Mr. J. D. Passon, of Edinburgh, who spoke of the friendly attitude of undertakers towards cremation. The only thing he had to regret was that when the cremation authorities reduced their charges they sometimes found the other expenses associated with the funeral were conducted on an extravagant scale. He thought they should adopt uniform regulations.

Mr. George A. Noble, secretary of the Cremation Society, said that twenty undertakers had been cremated at Golders Green. Those men had had both systems of disposal under observation. He could give the names of at least another dozen undertakers who had expressed a desire for cremation at their own demise.

It was agreed that the executive should meet the Undertakers' Association with a view to discussion of matters in dispute between them.

The Empress of Asia arrived at Kobe yesterday (Tuesday), at 10 a.m., left at 4 p.m., and is due at Nagasaki to-day at 3 p.m. She leaves that port to-morrow at 5 a.m.

IMPORTANT U.S. MAIL CONTRACT.

DOLLAR LINE'S SUCCESSFUL BID.

Another complex situation was added to the U.S. Administration's merchant marine problems when the Dollar Steamship Lines underbid the Dawson-Dant group for the ocean mail on the proposed route from Portland, Ore., to the Orient and Philippine Islands, after the latter interests had completed plans to establish a new American steamship service for operation between Atlantic ports via the Panama Canal to Pacific Coast ports, thence to the Orient and Philippines.

The Dollar bid, entered in the name of the Admiral Oriental Line, Seattle, offered to inaugurate the proposed service with five new 18-knot 10,000-ton combination passenger and cargo vessels at the mail pay rate of \$5.45 per nautical mile. It stipulates maximum rates under the Jones-White Act for operation of additional vessels, viz Class 3, 18 knots, \$8, and Class 2, 22 knots, \$10.

The Dawson-Dant proposal calling for maximum rates in classes of vessels, was submitted in the name of Pacific-Atlantic Navigation Company, Portland. This company, organized to establish the new line offered to perform the mail service with vessels, Class 4, at the maximum rate of \$6 per nautical mile; Class 3, \$8; Class 2, \$10; and Class 1, \$12.

Specifications under which bids were opened in the office of Assistant Postmaster-General Glover require the successful bidder to build three new Class 4 vessels within 25 months from the date of the award of the contract, and two additional vessels within 31 months from such date. The estimated cost of the vessels has ranged from \$3,500,000 to \$5,000,000 each.

The contract will run for a period of 10 years, requiring 10 trips during the first year of the service and not less than 12 or more than 18 trips a year during the remainder of the contract term.

Mr. R. Stanley Dollar, executive head of the Dollar Line, and Mr. Kenneth D. Dawson, president of the States Steamship Company and prime mover in organizing the Pacific-Atlantic Navigation Company for operation of the proposed Atlantic-Pacific-Orient service, were present at the opening of the bids. Both refused to comment as to their respective bids, although Mr. Dawson and his associates indicated surprise when the Dollar proposal was read.

TRAWLER FOR SOVIET GOVERNMENT.

PASSES THROUGH HONG KONG.

The second of the fleet of trawlers sold to the Soviet Government from Aberdeen, Scotland, arrived here on Sunday morning on her way to Vladivostok.

Capt. Gervan is in command with a crew of four British seamen and eight Asiatics.

One interesting fact is that this particular trawler left Aberdeen on May 3, that is, twelve days before the one that has already arrived here and has since left.

Messrs. Gilman & Co. are the local agents.

MAIL AT U.S. CONSULATE.

Mail has been received at the American Consulate-General for the following persons:—Geo. A. Allan, Miss F. Bostwick, R. Caldwell, Mrs. T. Chamberlain, J. A. Conley, R. G. Cooper, V. H. Donnelly, H. C. Evans, Fish, Mrs. M. C. Foster, F. Hamilton, Mrs. L. W. Hoecker, W. R. Kendall, Mrs. G. H. Koster, S. Madras, G. R. Mentz, J. Murphy, W. C. Oakland, Miss A. Rigby, G. B. Rogers, Miss M. Root, Sadia, L. I. Simpson, Mrs. K. Smith, A. B. Taylor, R. L. Teigler, and G. L. Townsend.

SHIPS IN HARBOUR.

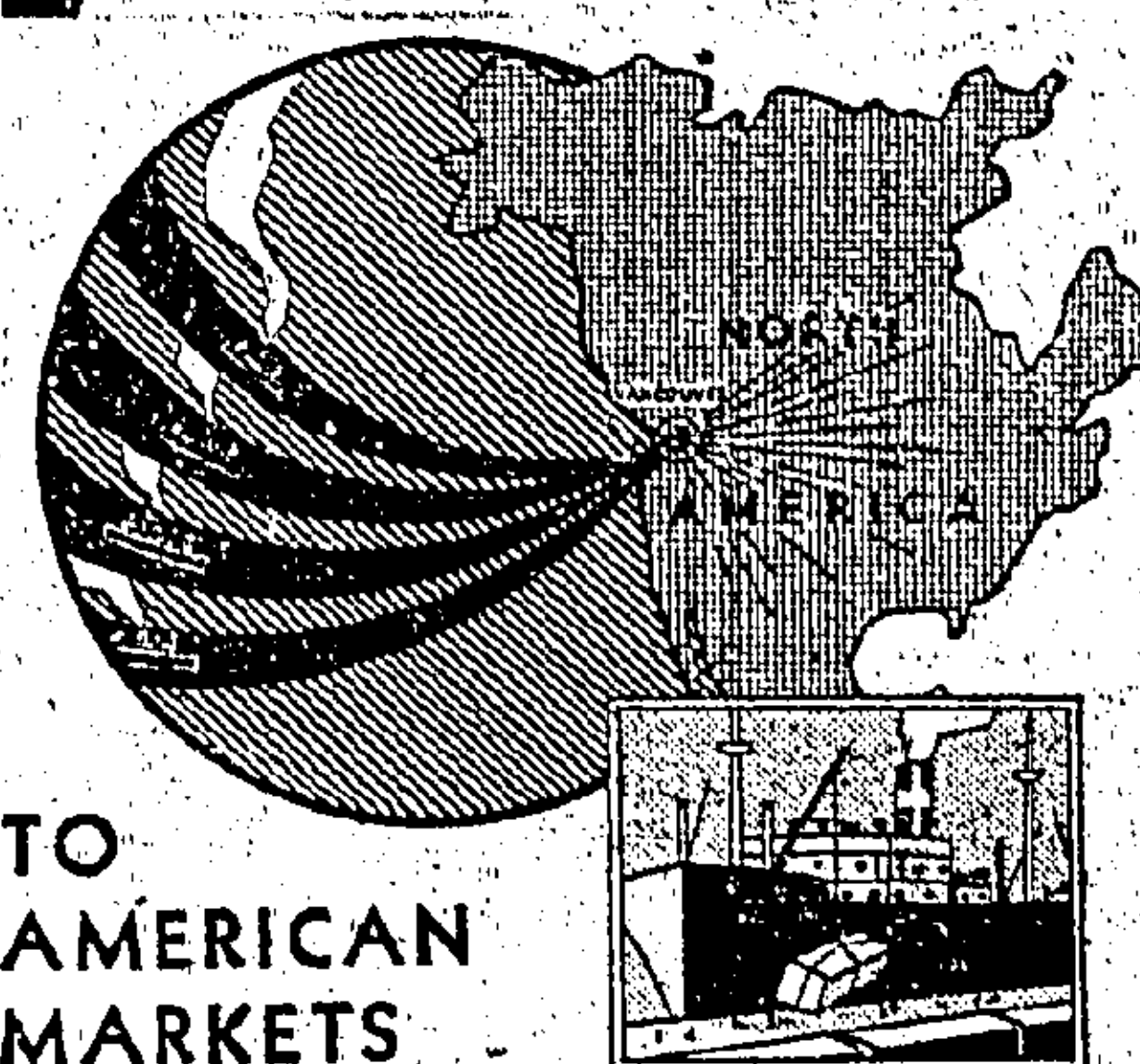
The following merchant ships were in port yesterday:—

WHARVES.—Kowloon: Benledi, Benvrackie, Nam Sang, Empress of Japan.

DOCKS.—Kowloon: Planorbis, Torborg, Rizal, Uirikka, Taikoo, Hupeh, Hongpheng, Storviken, Kaimiloa, Tjapanas, Natica, Solen.

BUOYS.—Al, Haruno Maru; A2, Aeneas; A3, Canada Maru; A4, Kum Sang; A5, Tjihaduk; B7, Szechuan; B9, Ho Sang; B11, Tons Maru; B12, Sinkiang; B13, Yuen Lee; C12, Kwai-chow; C17, Ching Ching; B24, Antung; A25, Tinhow; A26, Kiangsu; A27, Tjapanas; A28, Katsuma Maru; A29, Tjiliwang; A40, Cremer; A31, Atago Maru; C35, Chip Shing; B36, Wing Wo; C37, Chung Kong; B38, Telemachus; C39, Gustav Diederichsen; C40, Helikon; C41, Wing Lee; C42, Yeijin Maru; C43, Tetzuan Maru.

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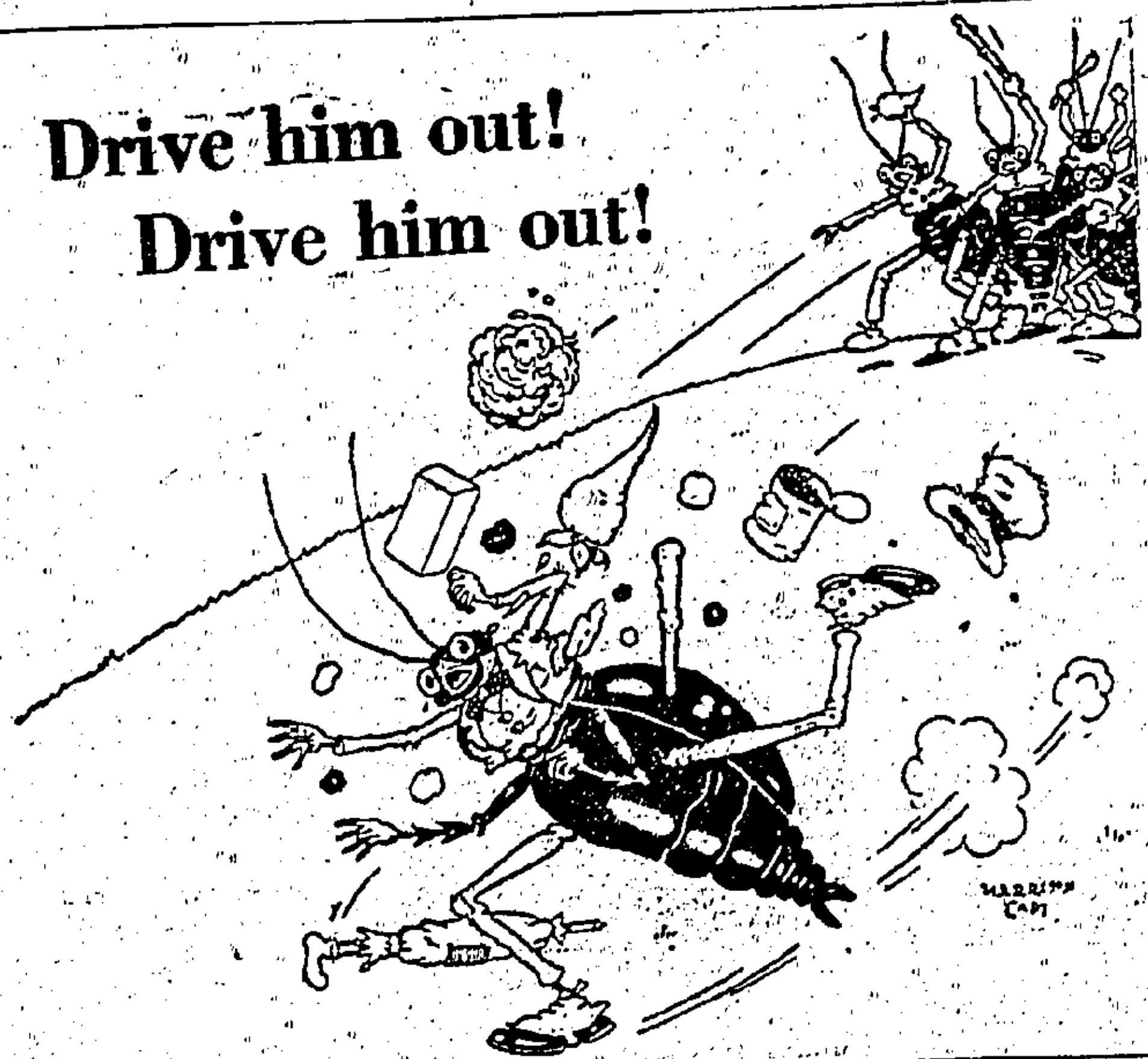
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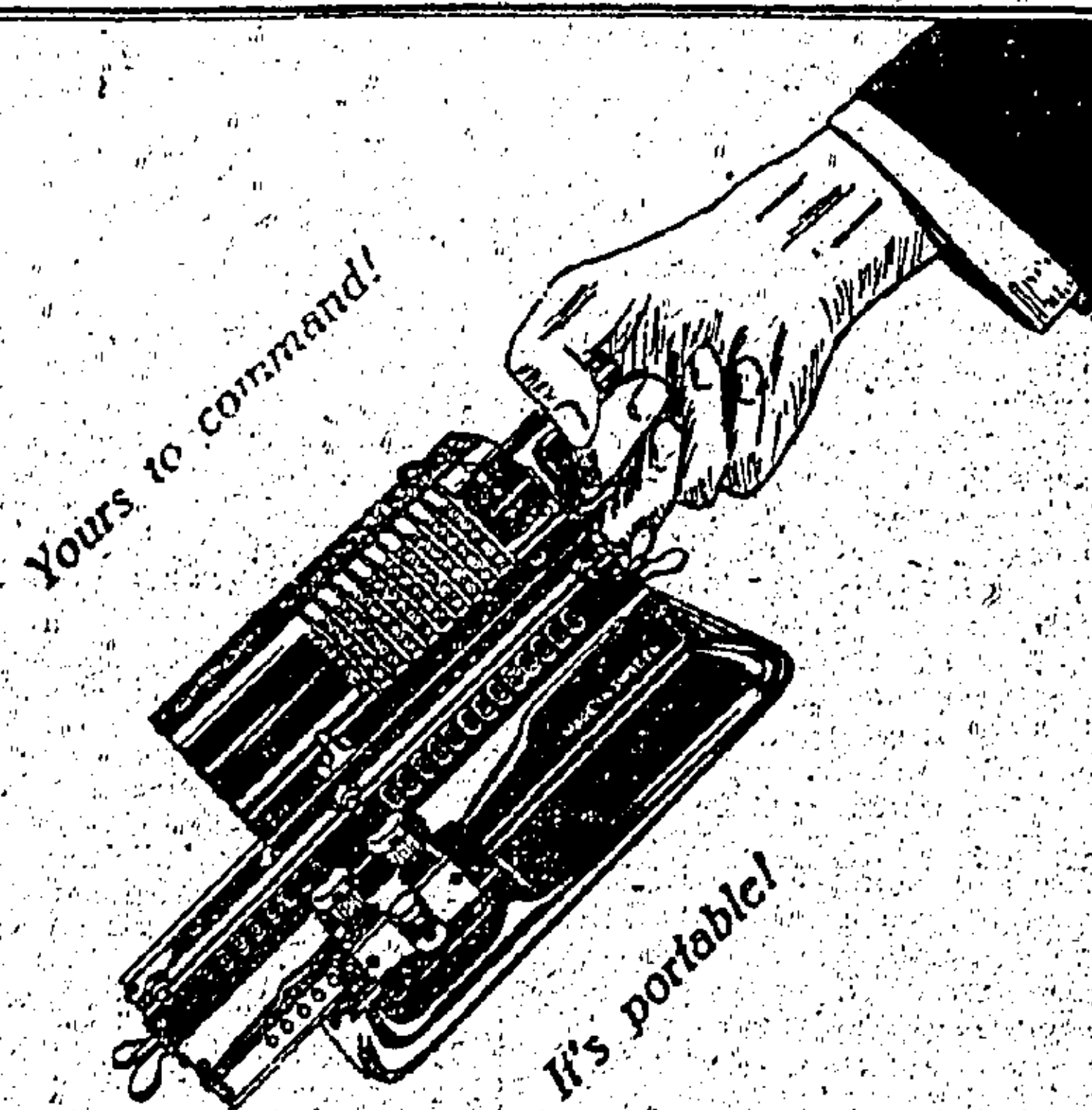
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11 to 11.30 a.m.—Commercial News.
11.30 a.m. to 12.30 p.m.—Chinese programme.
12.30 a.m.—European midday programme.
1.30 p.m.—Weather report: Mid-day programme continued.
2 p.m.—Close down.
6 p.m.—Chinese programme.
7 p.m.—European programme of Victor and H.M.V. records selected and supplied by Messrs. Moutrie & Co. In Springtime—Overture (Carl Goldmark), Chicago Symphony Orchestra.
Serenade (Shubert) and Only a Rose, Reginald Foot Organ Solo.
Mirelle—Valse (Gounod) and Mignon—Polonaise (Thomas), Luella Melius (Soprano).
Salut d'Amour (Elgar) and I Kiss Your Lips (Rudolphs), Mirelle Weber and His Orch.
Thank God for a Garden (Teresa Tel Riego) and Jean (Burleigh), John Turner (Tenor).
All Thro' the Night I Think of You and For You Alone, Do Groot and the Piccadilly Orch.
Liebestraum (Liszt) and Nails—Waltz (Dohnanyi), Wilhelm Bachhaus, Piano Solo.
Mountain Lovers (Squire) and Nirvana (Addams), John Turner (Tenor).
Serenade (Korsakow) and Valse Triest (Sikelius), Chicago Symphony Orchestra.
Son of Mine (Wallace) and Ethiopia Saluting the Colours, Stuart Robertson (Baritone).
Rienzi—Overture (Wagner), Philadelphia Symphony Orchestra.
One Alone (Romberg) and I (Romberg), George Baker (Baritone).
Rienzi—Overture Part 3, Philadelphia Symphony Orch.
Gottschalk—Toujours le Soir, Philadelphia Symphony Orch.
I Think of You (Weston) and Is It British? (Weston), Norman Long, Humorous.
Mignon—Overture (Thomas), Chicago Symphony Orchestra.
I Love the Moon (Rubens) and Jeunesse (Barry), Walter Glynn (Tenor).
Hungarian Fantasia—Parts 3 and 4 (Liszt), The Royal Albert Hall Orchestra.
9 p.m.—Weather report.
Song of the Volga Boatmen and The Dear Homeland, Peter Dawson (Bass-Baritone).
Evening Song (Schumann), Pablo Casals.
Jocelyn—Berceuse (Dodard) and Tannhauser—Overture (Wagner), Symphony Orchestra.
Paganini (Act 1) (Leoncavallo) and Thais—Meditation (Masse-net), Mary Lewis (Soprano).
L'Arlesienne—Prelude (Bizet), Royal Opera Orch., Covent Garden.
The Two Grenadiers (Schumann) and Midnight Review (Glinka), Feodor Chalapin (Bass).
A Day in Venice (Nevin), Victor Salton Orchestra.
Narcissus (Nevin) and A Shepherd's Tale—Lullaby, Victor Salton Orchestra.
10.30 p.m. (Approx.)—Close down.

PEER FAILS IN BUSINESS.

"LIVING BEYOND HIS INCOME."

The first meeting of creditors was held in London last month under the failure of James Cecil Lord Glenarthur, of Carlisle, Ayrshire, and of Pont-street, W. The Official Receiver said that, according to Lord Glenarthur's statements, he served during the war with the Ayrshire Yeomanry. He afterwards lived in Paris, where he dealt in motor-cars (unprofitably) as a hobby. He received an allowance of between £1800 and £2000 a year from the father. In the autumn of 1921 he returned to the directorate of a Glasgow company, but retired in January 1929, receiving an allowance of £2000. He had since been without occupation, except as director of a wireless company, in which he invested £2000. He received no remuneration. That company was now in liquidation.

Bad Book Debt as Asset.

Lord Glenarthur, who estimated his liabilities at £20,000, attributed his insolvency to living beyond his income, heavy interest on borrowed money, ill-health, and loss in the wireless company. His assets comprised a bad book debt of £1500 and a life policy. A trustee was appointed to administer the estate in bankruptcy. Lord Glenarthur is the second baron. He was given a peerage in 1918. He was Mr. James Arthur, founder of the Glasgow firm of Arthur & Co. and a successful houseman and manufacturer. The present peer married in 1907 Evelyn, eldest daughter of the late Mr. Henry Minch, Philipp, of Tiverton, Devon. He has a son, Matthew, born in 1900, and a daughter, Pamela, who was married in 1927 to Mr. Jack Drummond Budd.

Money and Markets

A TRADESMAN'S BLUNDER.

CALL AT WRONG HOUSE TO RECOVER GOODS.

The mistake which a furniture dealer made by calling at the wrong house had a sequel at the Manchester County Court recently when Mr. Harry Flockton, a clerk, of Old Trafford, claimed £25 damages for unlawful entry and trespass from W. J. Pender, house furnisher and furniture.

Mr. Rhodes, who appeared for Flockton, said the plaintiff did not seek to make money out of the action, but, although a complete and abject apology had been proffered, it was felt that a man who went into another man's house and went upstairs against the wishes of the occupier should not be allowed to get away with it without some penalty.

Insolvent Protest. Mrs. Flockton stated that on March 24 she was in the house alone when there was a knock on her door, and the found a man in overalls standing on the step. He said he had come for the furniture. She told him he had a mistake and that he had come to the wrong house. He told her he was going to have the bedroom suite, and when she protested and assured him that he had made a mistake he replied, "We will see." He then told her she was Mrs. —, of Moorland Road, and when she pointed out that he was in Reynolds Road he still would not believe her.

The witness went inside to get a coat, and when she came out the first man had been joined by another and had gone upstairs. Apparently they found out at once that they made a mistake, and they seemed only too anxious to get out of the house as soon as they could. "When," Mrs. Flockton added, "the first man would not listen to my assurances I did not know what to do. I could only think he was a lunatic, and tried to pacify him."

Mistake Admitted. Mr. Pender explained that he had told a bedroom suite to a woman who lived in Moorland Road, and from something he heard he decided to send his younger brother to collect the instalment of the suite. He accompanied his brother in a van, and by mistake his brother went into Reynolds Road, instead of Moorland Road. As soon as the witness went to the house he saw that a mistake had been made and he apologised. His brother, he declared, did not enter the house at all and he himself only went a yard or two inside the front door.

Mr. Rhodes: That is all that happened, and yet you write to Mr. Flockton hoping that his wife is (Continued on next column.)

SAIGON RICE.

BUSINESS REVIVES.

The Société Indo-Chinoise de Commerce, in its market report dated July 27, says:—

During the week our market has shown some activity. There has been regular but not very large business with Shanghai and France for Rice No. 1 and Japan.

Brokers' also have been in fair demand from France.

Consequently the firmness of the market, reported in our last circular, has accentuated, and though enquiries received from Java were below the best price obtainable, the market has still further advanced, and closes firm at the following prices:—

No. 1 Long 25 per cent. and No. 1 Round 25 per cent.—123 francs per pikol; 5.70 yen per picul; 10.7 shillings per cwt.

No. 2 Japan 40 per cent.—118 francs per 100ks; 7.35 guilders per pikol; 6 yen per picul; 10/3 shillings per cwt.

Brokers No. 1 and 2—114 francs per 100ks; 7 guilders per Java pikol; 5.70 yen per picul; 9/9 shillings per cwt.

F.O.B. Saigon Shipment July/August.

Paddy—Only very few lighters arrived daily from the interior, not sufficient to cover mills' requirements. Stocks in Choien are slowly declining, consequently paddy growers are keeping firmly to their prices.

not very bad after her "very trying ordeal."

Replying to Mr. Rhodes, the witness said this was his first transaction with the hire purchase system and it would be his last. The woman who had had the suite, he said, had gone away with it so he had lost its value.

Sidney Pender, the younger brother, denied that he entered the house. As soon as they realised their mistake, he said, they apologised and withdrew.

Mr. Whitehouse, who defended, admitted that an unfortunate mistake had been made, but he suggested that the damages would be met by a payment of 25s.

Judge T. B. Leigh pointed out that one of the men had in effect called Mrs. Flockton a liar when she declared that she was not the woman they were seeking. A man, he said, did not grovel by letter when it, as it was claimed by the defence, all that had happened was a mistake had been made, and a withdrawal. The mistake in the houses was one that was easy to make, and he had to take into account the absence of publicity and the existence of an apology. The plaintiff did not want to make money out of the action, but he did want to maintain the right of a man to regard his home as inviolate.

He awarded the plaintiff £10 10s. damages and costs.

AMERICAN STOCK QUOTATIONS.

LATEST WALL STREET PRICES.

The following quotations have been received from their correspondents, Messrs. Hayden, Stone & Co., of New York, by Messrs. Swan, Culbertson & Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations:—

Tone of Market—Firm. New York, August 4, 1930.
No. of Shares Done—1,250,000.
Call Money—2 per cent.

	Latest Dividend	Latest Sales
American Smelting	4.50	51
Anacosta Copper	3.50	103
Baltimore and Ohio	2.00	30
Borg Warner	None	23
Continental Oil	30c. A	29
City Service Common	None	7
Curtis Wright Common	5B	212
Eastman Kodak	6	83
Electric Bond and Share	None	Missing
Erie Railroad	3C	47
General Motors	5	Missing
General Railway Signal	2 1/2	41
Gold Dust	5	62
Goodyear Tire and Rubber	3	25
Granby Consolidated	4	Missing
International Cement	1	23
International Nickel	2	34
Nevada Consolidated Copper	1.50	15
Radio Corp	None	45
Sears Roebuck & Co.	2 1/2	67
Simmons Co.	3	25
Standard Oil of New Jersey	2	73
Standard Oil Co. of New York	1.80	35
Union Carbide and Carbon	2.80	74
United States Rubber	None	Missing
United States Steel	7	169

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, AUGUST 5.	Buyers	Sellers	Sales	Nominal
Banks								
...	\$1,515	H.K. Banks .....	...	...	...	\$1,515
...	2107 1/2	Do. (London) .....	...	...	...	2107 1/2
...	217 1/2	Chartered Bank .....	...	...	...	217 1/2
...	233	Mercantile Bks. "A" .....	...	...	...	233
...	212 1/2	Do. "C" .....	...	...	...	212 1/2
...	11 1/2	Bank of East Asia .....	...	...	...	11 1/2
Insurances								
...	\$945	Canton Insurances .....	...	...	...	\$945
...	\$2.05	Underwriters .....	...	...	...	\$2.05
...	T.180	North China .....	...	...	...	T.180
...	\$435	Union Insurances .....	...	...	...	\$435
...	\$400	Yangtze Insurances .....	...	...	...	\$400
...	\$955	China Fire .....	...	...	...	\$955
...	H.K. Fire .....	...	...	...	...
Shipping								
...	\$25 1/2	Douglases .....	...	...	...	\$25 1/2
...	\$25 1/2	Steamboats .....	...	...	...	\$25 1/2
...	\$43	Indos (pref.) .....	...	...	...	\$43
...	\$40	Do. (def.) .....	...	...	...	\$40
...	95/7	Shell Transports .....	...	...	...	95/7
...	\$33	Water-Boats .....	...	...	...	\$33
Mining								
...	\$8 1/2	Benquets .....	...	...	...	\$8 1/2
...	31/3	Kailans .....	...	...	...	31/3
...	\$2 1/2	Langkai (comb.) .....	...	...	...	\$2 1/2
...	T.130	Do. (single) .....	...	...	...	T.130
...	\$23 1/2	Explorations .....	...	...	...	\$23 1/2
...	Shanghai Loans .....	...	...	...	...
...	Rauhs .....	...	...	...	...
...	Troch Mines .....	...	...	...	...
Docks, Wharves, Godowns, etc.								
...	\$17 1/2	H.K. & K. Wharfs .....	...	...	...	\$17 1/2
...	\$5.40	Providents .....	...	...	...	\$5.40
...	\$3 1/2	H.K. Docks .....	...	...	...	\$3 1/2
...	T.117	Shanghai Docks .....	...	...	...	T.117
...	T.260	New Engineerings .....	...	...	...	T.260
...	Hongkows .....	...	...	...	...
Lands, Hotels, and Buildings								
...	\$11	H.K. & S. Hotels .....	...	...	...	\$11
...	\$8.44	H.K. Land .....	...	...	...	\$8.44
...	\$8.85	Shanghai Lands .....	...	...	...	\$8.85
...	H.K. Realty .....	...	...	...	...
...	Humphreys .....	...	...	...	...
...	Chinese Estates .....	...	...	...	...
Cotton Mills								
...	T.11.30	Ewos .....	...	...	...	T.11.30
...	Shai Cottons .....	...	...	...	...
...	Zhong Sings .....	...	...	...	...
Public Utilities								
...	\$18 1/2	Tramways .....	...	...	...	\$18 1/2
...	\$12 1/2	Peak Trams (old) .....	...	...	...	\$12 1/2
...	\$8.10	Do. (new) .....	...	...	...	\$8.10
...	\$25	Star Ferries .....	...	...	...	\$25
...	\$25 1/2	C. Lights (old) .....	...	...	...	\$25 1/2
...	\$7 1/2	Do. (new) .....	...	...	...	\$7 1/2
...	H.K. Electricity .....	...	...	...	...
...	Macao do. ....	...	...	...	...
...	Sandakan Light .....	...	...	...	...
...	Telephones (fully pd.) .....	...	...	...	...
...	Do. (part pd.) .....	...	...	...	...
...	China Buses .....	...	...	...	...
...	Traction .....	...	...	...	...
...	Do. (pref.) .....	...	...	...	...
Industrials								
...	T.102	Caldbeck, (ord.) .....	...	...	...	T.102
...	\$2 1/2	Macgregor (pref.) .....	...	...	...	\$2 1/2
...	\$15.30	Canton Ice .....	...	...	...	\$15.30
...	Cements (comb.) .....	...	...	...	...
...	Do. (old) .....	...	...	...	...
...	Do. (new) .....	...	...	...	...
...	Ropes .....	...	...	...	...
...	China Sugars .....	...	...	...	...
...	Malayan Sugars .....	...	...	...	...
...	United Asbestos .....	...	...	...	...
Miscellaneous								
...	\$25.30	Dairy Farms .....	...	...	...	\$25.30
...	Der A. Wings .....	...	...	...	...
...	Amusements .....	...	...	...	...
...	Chin. Entertainment .....	...	...	...	...
...	Construction .....	...	...	...	...
...	Lane Crawford .....	...	...	...	...
...	Mackintosh .....	...	...	...	...
...	Nanyang Tobacco .....	...	...	...	...
...	Sincere (old) .....	...	...	...	...
...	Do. (new) .....	...	...	...	...
...	Watsons .....	...	...	...	...
...	Wm. Pevens .....	...	...	...	...
...	B. Ind. G.S. Bonds .....	...	...	...	...
...	H.K. Govt. Loans .....	...	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS.		SUNDAYS & HOLIDAYS	
	FROM G.P.O.	FROM SHANGHAI BRANCH F.O.	FROM G.P.O.	FROM SHANGHAI BRANCH F.O.
Canton	{ 7.15 a.m. & 6.00 p.m.	{ 7.30 a.m. 7.00 p.m.	{ 7.15 a.m. & 6.00 p.m. Sundays 6 p.m. only	{ 7.30 a.m. 7.00 p.m. Sundays 7.00 p.m. only
Macao & Tientsin	{ 7.15 a.m. & 1.15 p.m.	{ 7.30 a.m. 1.30 p.m.	{ 7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	{ 7.30 a.m. 1.30 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukang (except Saturdays)	"	6.00 p.m.	"	6.00 p.m.
Fatahan (By Train)	7.15 a.m.	"	7.15 a.m.	"
Tai O	9.00 a.m.	"	9.00 a.m.	"
Tai Po	{ 8.00 a.m. & 2.00 p.m.	{ 8.00 a.m. 2.00 p.m.	{ 8.00 a.m. 2.00 p.m.	{ 8.00 a.m. 2.00 p.m.
Shumohun	{ 8.00 p.m. & 12.30 p.m.	{ 8.00 p.m. 12.30 p.m.	{ 8.00 p.m. 12.30 p.m.	{ 8.00 p.m. 12.30 p.m.
Cheungchow	{ 8.00 p.m. & 2.00 p.m. Saturdays	{ 8.00 p.m. 2.00 p.m.	{ 8.00 p.m. & 2.00 p.m.	{ 8.00 p.m. & 2.00 p.m.
Aberdeen	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.
Stanley	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.
Aufau, Pingshan, Santin, Shatin, Shatankok and Shumohun	8.00 p.m.	8.00 p.m.	10.50 a.m.	10.50 a.m.
Saikong	4.30 p.m.	4.30 p.m.	4.30 p.m.	4.30 p.m.
Namtan, Shekhi & Tai Ping	"	7.00 p.m.	"	7.00 p.m.

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

The following rates of postage are now being charged on letters (other than postcards) addressed to the following destinations:—

Destination	Rate of Postage
Places in the Colony	3 cents for each oz. or part of an oz.
United Kingdom and British Possessions and Protectorates	8 cents for each oz. or part of an oz.
Macao	4 cents for each oz. or part of an oz.
China proper, excluding Sinkiang, Mongolia and Tibet	14 cents for the first oz. and 8 cents for each additional oz. or part of an oz.
Foreign Countries generally	The special rate of 3 cents per 4 lozs. on newspapers published in the Colony and addressed to Hong Kong, United Kingdom, British Possessions and Protectorates, China and Macao has been abolished and the rate of 2 cents per 4 lozs. substituted therefor.

Circulars for addresses in the Colony or Wei Hai Wei, which are posted in batches of not less than ten of uniform size and weight, and which are posted by being delivered to an officer of the Post Office, are now charged postage at the rate of 2 cents for each 2 oz. or part of 2 oz., instead of 1 cent per 2 oz. as heretofore.

INWARD MAILS.

FROM	PER	DUE
SHANGHAI and SWATOW	Swatow	7th Aug.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Garfield, Dollar, Aug. 10.
Pres. Polk, Dollar, Aug. 24.
Pres. Adams, Dollar, Sept. 7.

AMCOY

Namsang, Jardine's, Aug. 8.
Tibbadak, J.C.J.L., Aug. 7.
Haining, Douglas, Aug. 8.
Antung, B. & S., Aug. 10.
Haining, Douglas, Aug. 12.
Tayuan, B. & S., Aug. 14.
Taima, B.I., Aug. 14.
Tisara, J.C.J.L., Aug. 17.
Kutsang, Jardine's, Aug. 10.
Tisondari, J.C.J.L., Aug. 21.
Shirala, B.I., Aug. 2.
Hosang, Jardine's, Aug. 31.
Yuensang, Jardine's, Sept. 7.

ANTWERP

Haruna Maru, N.Y.K., Aug. 9.
Kamo Maru, N.Y.K., Aug. 19.
Kashmir, P. & O., Aug. 30.
Asia, Manners, Sept. 5.
Agra, Gilman's, Sept. 14.

AUSTRALIAN PORTS

Kitano Maru, N.Y.K., Aug. 19.
Changta, B. & S., Aug. 22.
Tanda, E. & A., Sept. 5.

BALIC PORTS

Asia, Manners, Sept. 5.

BALTIMORE

City of Delhi, Bank, Aug. 7.
Rhexenor, B.F., Aug. 22.
Irisbank, Bank, Aug. 24.

BANGKOK

Kiangsu, B. & S., Aug. 10.
Kaying, B. & S., Aug. 17.

BARCELONA

Doric Star, Dodwell's, Aug. 8.
Delagoa Maru, N.Y.K., Aug. 14.
Sauerland, Jebson, Sept. 13.

BELOWAN-DELI

Cremer, J.C.J.L., Aug. 14.

BOMBAY

Tamba Maru, N.Y.K., Aug. 11.
Rajputana, P. & O., Aug. 16.
Kidderpore, P. & O., Aug. 19.
Penang Maru, N.Y.K., Aug. 28.
Mantua, P. & O., Sept. 13.

BOSTON

City of Delhi, Bank, Aug. 7.
Chinese Prince, Furness, Aug. 10.
Pres. Garfield, Dollar, Aug. 10.
Tai Shan, Dodwell's, Aug. 18.
Rhexenor, B.F., Aug. 22.
Irisbank, Bank, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Kamo Maru, N.Y.K., Aug. 24.
Siamese Prince, Furness, Aug. 26.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Adams, Dollar, Sept. 7.
Malayan Prince, Furness, Sept. 11.

BREMEN

Witram, Melchers, Aug. 14.
Main, Melchers, Aug. 24.
Lahn, Melchers, Sept. 12.

BRINDISI

Moncalieri, Dodwell's, Aug. 10.
Fiume-L, Dodwell's, Sept. 8.

CALCUTTA

Kumsang, Jardine's, Aug. 6.
Nagato Maru, N.Y.K., Aug. 9.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Tilawa, B.I., Aug. 16.
Namsang, Jardine's, Aug. 23.
Talamba, B.I., Aug. 23.
Shirala, B.I., Sept. 9.
Taima, B.I., Sept. 11.

CASABLANCA

Philoctetes, B.F., Aug. 19.

CEBU

Rhexenor, B.F., Aug. 22.

CHEFOO

Kueichow, B. & S., Aug. 10.
Huichow, B. & S., Aug. 22.

COLOMBO

Glenamoy, Jardine's, Aug. 8.
Haruna Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Tamba Maru, N.Y.K., Aug. 11.
D'Artagnan, M.M., Aug. 12.
Delagoa Maru, N.Y.K., Aug. 14.
Rajputana, P. & O., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Glenamoy, Jardine's, Aug. 28.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Pres. Adams, Dollar, Sept. 7.
Mantua, P. & O., Sept. 13.

COPENHAGEN

Asia, Manners, Sept. 5.

DALNY

Yingchow, B. & S., Aug. 11.
Patroclus, B.F., Aug. 23.

DUTCH PORTS

Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
City of Madras, Bank, Aug. 9.
Haruna Maru, N.Y.K., Aug. 9.
Witram, Melchers, Aug. 14.
Duisburg, Jebson, Aug. 19.
Kamo Maru, N.Y.K., Aug. 19.
Philoctetes, B.F., Aug. 19.
Main, Melchers, Aug. 24.
Glenamoy, Jardine's, Aug. 28.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Rames, Jebson, Sept. 4.
Asia, Manners, Sept. 5.
Lahn, Melchers, Sept. 11.
City of Lille, Bank, Sept. 13.
Sauerland, Jebson, Sept. 13.
Agra, Gilman's, Sept. 14.

FOOCHOW

Chipshing, Jardine's, Aug. 8.
Haining, Douglas, Aug. 8.
Kueichow, B. & S., Aug. 10.
Haining, Douglas, Aug. 12.
Cheongshing, Jardine's, Aug. 17.
Huichow, B. & S., Aug. 22.

GENOA

Moncalieri, Dodwell's, Aug. 10.
Pres. Garfield, Dollar, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 14.
Duisburg, Jebson, Aug. 19.
Dardanus, B.F., Aug. 21.
Pres. Polk, Dollar, Aug. 24.
Rames, Jebson, Sept. 4.
Pres. Adams, Dollar, Sept. 7.
Fiume-L, Dodwell's, Sept. 8.
Sauerland, Jebson, Sept. 13.

GLASGOW

Dardanus, B.F., Aug. 21.
Sarpedon, B.F., Sept. 3.

HAIPHONG AND HOIHOW

Tean, B. & S., Aug. 10.
Changtu, B. & S., Aug. 21.

HAMBURG

Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
City of Madras, Bank, Aug. 9.
Witram, Melchers, Aug. 14.
Duisburg, Jebson, Aug. 19.
Philoctetes, B.F., Aug. 19.
Main, Melchers, Aug. 24.
Glenamoy, Jardine's, Aug. 28.
Rames, Jebson, Sept. 4.
Asia, Manners, Sept. 5.
Lahn, Melchers, Sept. 11.
City of Lille, Bank, Sept. 13.
Sauerland, Jebson, Sept. 13.
Agra, Gilman's, Sept. 14.

HAYE

Doric Star, Dodwell's, Aug. 8.
Dardanus, B.F., Aug. 21.
Nelus, B.F., Sept. 6.

HONOLULU

Shinyo Maru, N.Y.K., Aug. 13.
Tatsuta Maru, N.Y.K., Aug. 21.
Ginyo Maru, N.Y.K., Aug. 27.

JAPAN PORTS

Borda, P. & O., Aug. 6.
Lycon, B.F., Aug. 8.
Namsang, Jardine's, Aug. 6.
Anhalt, Melchers, Aug. 7.
Emp. of Japan, C.P.S., Aug. 7.
Lahn, Melchers, Aug. 8.
Malacca Maru, N.Y.K., Aug. 8.
Kashima Maru, N.Y.K., Aug. 9.
Kanagawa Maru, N.Y.K., Aug. 12.
Tanda, E. & A., Aug. 12.
Alipore, P. & O., Aug. 13.
Shinyo Maru, N.Y.K., Aug. 13.
Taima, B.I., Aug. 14.
City of Athens, Bank, Aug. 15.
Mantua, P. & O., Aug. 15.
Carignano, Dodwell's, Aug. 16.
Calchas, B.F., Aug. 17.
Kuma Maru, N.Y.K., Aug. 17.
Sauerland, Jebson, Aug. 17.
Sphinx, M.M., Aug. 18.
Tai Shan, Dodwell's, Aug. 18.
Kutsang, Jardine's, Aug. 19.
Emp. of Asia, C.P.S., Aug. 20.
Tatsuta Maru, N.Y.K., Aug. 21.
Shirala, B.I., Aug. 22.
Proteus, B.F., Aug. 23.
Shantung, Gilman's, Aug. 23.
Tokio Maru, N.Y.K., Aug. 27.
Ginyo Maru, N.Y.K., Aug. 27.
Eurypylus, B.F., Aug. 23.
Autolycus, B.F., Aug. 23.
Carnarvonshire, Jardine's, Aug. 23.
Kashgar, P. & O., Aug. 23.
Berrima, P. & O., Aug. 31.
Hosang, Jardine's, Aug. 31.
General Mettinger, M.M., Sept. 1.
Emp. of Canada, C.P.S., Sept. 4.
Isar, Melchers, Sept. 6.
Muensterland, Jebson, Sept. 7.
Yuensang, Jardine's, Sept. 7.
St. Albans, B.I., Sept. 8.
Glenbeg, Jardine's, Sept. 12.
Malwa, P. & O., Sept. 12.
Leverkusen, Jebson, Sept. 15.

JAVA PORTS

Tjikarang, J.C.J.L., Aug. 6.
Tilbadak, J.C.J.L., Aug. 12.
Tibbadak, J.C.J.L., Aug. 19.
Tisarak, J.C.J.L., Aug. 26.

KEBAO

Ningpo, B. & S., Aug. 7.

LIVERPOOL

Doric Star, Dodwell's, Aug. 8.
Delagoa Maru, N.Y.K., Aug. 14.
Dardanus, B.F., Aug. 21.
Nelus, B.F., Sept. 6.

LONDON

Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
City of Madras, Bank, Aug. 9.
Haruna Maru, N.Y.K., Aug. 9.
Rajputana, P. & O., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Glenamoy, Jardine's, Aug. 28.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Pres. Adams, Dollar, Sept. 7.
Mantua, P. & O., Sept. 13.

LOS ANGELES

Pres. Jefferson, A.M.L., Aug. 12.
Shinyo Maru, N.Y.K., Aug. 13.
Tai Shan, Dodwell's, Aug. 18.
Tatsuta Maru, N.Y.K., Aug. 21.
Pres. Lincoln, Dollar, Aug. 23.
Ginyo Maru, N.Y.K., Aug. 27.
Pres. Madison, A.M.L., Sept. 9.

MANILA

Tjikarang, J.C.J.L., Aug. 6.
Pres. Garfield, Dollar, Aug. 10.
City of Delhi, Bank, Aug. 12.
Pres. Grant, A.M.L., Aug. 12.
Pres. Lincoln, Dollar, Aug. 18.
Kitano Maru, N.Y.K., Aug. 19.
Tibbadak, J.C.J.L., Aug. 19.
Changtu, B. & S., Aug. 21.
Rhexenor, B.F., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Pres. Cleveland, Dollar, Aug. 24.
Pres. Madison, A.M.L., Aug. 26.
Tanda, E. & A., Sept. 5.
Nelus, B.F., Sept. 6.
Pres. Adams, Dollar, Sept. 7.

MARSEILLES

Haruna Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 11.
D'Artagnan, M.M., Aug. 12.
Witram, Melchers, Aug. 14.
Rajputana, P. & O., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Philoctetes, B.F., Aug. 19.
Main, Melchers, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Pres. Adams, Dollar, Sept. 7.
Lahn, Melchers, Sept. 11.
Mantua, P. & O., Sept. 13.

NAPLES

Haruna Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Chinese Prince, Furness, Aug. 12.
Kamo Maru, N.Y.K., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Siamese Prince, Furness, Aug. 26.
Pres. Adams, Dollar, Sept. 7.

NEW YORK, BOSTON, etc.

City of Delhi, Bank, Aug. 7.
Chinese Prince, Furness, Aug. 10.
Pres. Garfield, Dollar, Aug. 10.
Tai Shan, Dodwell's, Aug. 18.
Rhexenor, B.F., Aug. 22.
Irisbank, Bank, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Tokio Maru, N.Y.K., Aug. 24.
Siamese Prince, Furness, Aug. 26.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Adams, Dollar, Sept. 7.
Malayan Prince, Furness, Sept. 11.

NEWORWANG

Yingchow, B. & S., Aug. 11.

NORTH CHINA PORTS

Patroclus, B.F., Aug. 23.
Derfingier, Melchers, Aug. 26.

PANAMA

Tai Shan, Dodwell's, Aug. 18.
Tokio Maru, N.Y.K., Aug. 24.
Ginyo Maru, N.Y.K., Aug. 27.
Kuma Maru, N.Y.K., Sept. 2.

PENANG

Kumsang, Jardine's, Aug. 6.
Haruna Maru, N.Y.K., Aug. 9.
Nagato Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Tamba Maru, N.Y.K., Aug. 11.
Cremer, J.C.J.L., Aug. 14.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Rajputana, P. & O., Aug. 16.
Tilawa, B.I., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Namsang, Jardine's, Aug. 23.
Talamba, B.I., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Pres. Adams, Dollar, Sept. 7.
Shirala, B.I., Sept. 9.
Taima, B.I., Sept. 11.
Mantua, P. & O., Sept. 13.

RABAU

Bremerhaven, Melchers, Sept. 6.

RANGOON

Nagato Maru, N.Y.K., Aug. 9.
Bengal Maru, N.Y.K., Aug. 15.

SAIGON

D'Artagnan, M.M., Aug. 12.
Angers, M.M., Aug. 26.

SANDAKAN

Hinsang, Jardine's, Aug. 13.
Mausang, Jardine's, Aug. 25.

SAN FRANCISCO

Pres. Jefferson, A.M.L., Aug. 12.
Shinyo Maru, N.Y.K., Aug. 13.
Kuma Maru, N.Y.K., Aug. 17.
Tai Shan, Dodwell's, Aug. 18.
Tatsuta Maru, N.Y.K., Aug. 21.
Tokio Maru, N.Y.K., Aug. 24.
Pres. Lincoln, Dollar, Aug. 23.
Pres. Madison, A.M.L., Sept. 9.

SCANDINAVIAN PORTS

Asia, Manners, Sept. 5.
Agra, Gilman's, Sept. 14.

SEATTLE

Pres. Grant, A.M.L., Aug. 12.
Proteus, B.F., Aug. 23.
Pres. Cleveland, Dollar, Sept. 2.
Teucer, B.F., Sept. 12.

SHANGHAI

Borda, P. & O., Aug. 6.
Hopsang, Jardine's, Aug. 8.
Lycon, B.F., Aug. 8.
Anhalt, Melchers, Aug. 7.
Asia, Manners, Aug. 7.
Emp. of Japan, C.P.S., Aug. 7.
Tibbadak, J.C.J.L., Aug. 7.
Chengtu, B. & S., Aug. 8.
Lahn, Melchers, Aug. 8.
Malacca Maru, N.Y.K., Aug. 8.
Tsinan, B. & S., Aug. 8.
Kashima Maru, N.Y.K., Aug. 9.
Hosang, Jardine's, Aug. 10.
Soochow, B. & S., Aug. 10.
Yingchow, B. & S., Aug. 11.
Kanagawa Maru, N.Y.K., Aug. 12.
Gania, B.F., Aug. 12.
Sunning, B. & S., Aug. 12.
Alipore, P. & O., Aug. 13.
Changtu, B. & S., Aug. 13.
Rhexenor, B.F., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Pres. Cleveland, Dollar, Aug. 24.
Pres. Madison, A.M.L., Aug. 26.
Tanda, E. & A., Sept. 5.
Nelus, B.F., Sept. 6.
Pres. Adams, Dollar, Sept. 7.

SHANGHAI—(Continued).

Kuma Maru, N.Y.K., Aug. 17.
Kwongsang, Jardine's, Aug. 17.
Sauerland, Jebson, Aug. 17.
Sphinx, M.M., Aug. 18.
Tai Shan, Dodwell's, Aug. 18.
Witram, Melchers, Aug. 19.
Chaksang, Jardine's, Aug. 20.
Emp. of Asia, C.P.S., Aug. 20.
Tatsuta Maru, N.Y.K., Aug. 21.
Tisondari, J.C.J.L., Aug. 21.
Shirala, B.I., Aug. 22.
Angers, M.M., Aug. 23.
Shantung, Gilman's, Aug. 23.
Tokio Maru, N.Y.K., Aug. 24.
Derfingier, Melchers, Aug. 26.
Eurypylus, B.F., Aug. 28.
Autolycus, B.F., Aug. 28.
Carnarvonshire, Jardine's, Aug. 29.
Kashgar, P. & O., Aug. 29.
Berrima, P. & O., Aug. 31.
Venetia-L, Dodwell's, Aug. 31.
Africa, Manners, Sept. 1.
General Mettinger, M.M., Sept. 1.
Emp. of Canada, C.P.S., Sept. 4.
Isar, Melchers, Sept. 6.
Eumaeus, B.F., Sept. 7.
Muensterland, Jebson, Sept. 7.
Glenbeg, Jardine's, Sept. 12.
Malwa, P. & O., Sept. 12.
Leverkusen, Jebson, Sept. 15.

SINGAPORE

Bingo Maru, N.Y.K., Aug. 6.
Kumsang, Jardine's, Aug. 6.
City of Delhi, Bank, Aug. 7.
Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
Haruna Maru, N.Y.K., Aug. 9.
Nagato Maru, N.Y.K., Aug. 9.
Antung, B. & S., Aug. 10.
Moncalieri, Dodwell's, Aug. 10.
Pres. Garfield, Dollar, Aug. 10.
Tamba Maru, N.Y.K., Aug. 11.
D'Artagnan, M.M., Aug. 12.
Cremer, J.C.J.L., Aug. 14.
Delagoa Maru, N.Y.K., Aug. 14.
Witram, Melchers, Aug. 14.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Rajputana, P. & O., Aug. 16.
Tilawa, B.I., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Philoctetes, B.F., Aug. 19.
Dardanus, B.F., Aug. 21.
Rhexenor, B.F., Aug. 22.
Namsang, Jardine's, Aug. 23.
Talamba, B.I., Aug. 23.
Main, Melchers, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Glenamoy, Jardine's, Aug. 28.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Nelus, B.F., Sept. 6.
Pres. Adams, Dollar, Sept. 7.
Fiume-L, Dodwell's, Sept. 8.
Kawachi Maru, N.Y.K., Sept. 9.
Shirala, B.I., Sept. 9.
Lahn, Melchers, Sept. 11.
Taima, B.I., Sept. 11.
Mantua, P. & O., Sept. 13.

SOUTH AFRICAN PORTS

Bingo Maru, N.Y.K., Aug. 6.
Kawachi Maru, N.Y.K., Sept. 9.

SOUTH AMERICAN PORTS

Bingo Maru, N.Y.K., Aug. 6.
Ginyo Maru, N.Y.K., Aug. 27.
Kawachi Maru, N.Y.K., Sept. 9.

SWATOW

Hosang, Jardine's, Aug. 8.
Chipshing, Jardine's, Aug. 8.
Haining, Douglas, Aug. 8.
Antung, B. & S., Aug. 10.
Hosang, Jardine's, Aug. 10.
Kiangsu, B. & S., Aug. 10.
Kueichow, B. & S., Aug. 10.
Soochow, B. & S., Aug. 10.
Haining, Douglas, Aug. 12.
Sunning, B. & S., Aug. 12.
Waishing, Jardine's, Aug. 13.
Linan, B. & S., Aug. 14.
Cheongshing, Jardine's, Aug. 17.
Kaying, B. & S., Aug. 17.
Kwongsang, Jardine's, Aug. 17.
Tisara, J.C.J.L., Aug. 17.
Chaksang, Jardine's, Aug. 20.
Huichow, B. & S., Aug. 22.

TIENTSIN

Chipshing, Jardine's, Aug. 8.
Kueichow, B. & S., Aug. 10.
Cheongshing, Jardine's, Aug. 17.
Huichow, B. & S., Aug. 22.

TRIESTE AND VENICE

Moncalieri, Dodwell's, Aug. 10.
Fiume-L, Dodwell's, Sept. 8.

TSINGTAO

Hopsang, Jardine's, Aug. 6.
Hosang, Jardine's, Aug. 10.
Soochow, B. & S., Aug. 10.
Sunning, B. & S., Aug. 12.
Waishing, Jardine's, Aug. 13.
Kwongsang, Jardine's, Aug. 17.
Chaksang, Jardine's, Aug. 20.
Patroclus, B.F., Aug. 23.

VANCOUVER, B.C.

Emp. of Japan, C.P.S., Aug. 7.
Emp. of Asia, C.P.S., Aug. 20.
Proteus, B.F., Aug. 23.
Emp. of Canada, C.P.S., Sept. 4.
Teucer, B.F., Sept. 12.

VICTORIA, B.C.

Emp. of Japan, C.P.S., Aug. 7.
Pres. Grant, A.M.L., Aug. 19.
Emp. of Asia, C.P.S., Aug. 20.
Proteus, B.F., Aug. 23.
Pres. Cleveland, Dollar, Sept. 2.
Emp. of Canada, C.P.S., Sept. 4.
Teucer, B.F., Sept. 12.

VLADIVOSTOK

Calchas, B.F., Aug. 17.
Shantung, Gilman's, Aug. 23.
Carnarvonshire, Jardine's, Aug. 29.
Glenbeg, Jardine's, Sept. 12.

WELHAIWEI

Kueichow, B. & S., Aug. 10.
Huichow, B. & S., Aug. 22.
Patroclus, B.F., Aug. 23.

EXPECTED ARRIVALS AND MOVEMENTS. CONSIGNEE NOTICES.

Adrastus due from New York Sept. 6.
Aldoramin due from Shanghai Aug. 8.
Alipore due from Singapore Aug. 19.
Anhalt due from Europe Aug. 7.
Autolycus due from Europe Aug. 29.
Berrima due from Europe Aug. 30.
Bremerhaven due from Rabaul Sept. 6.
Calchas due from Europe Aug. 17.
Carignano due from Colombo Aug. 16.
Changta due from Australia Aug. 12.
City of Athens due from Europe Aug. 13.
City of Delhi due from Shanghai Aug. 8.
City of Mobile due from New York Sept. 5.
City of Worcester due from New York Aug. 7.
Dardanus due from Japan Aug. 21.
Delagoa Maru due from Japan Aug. 13.
Derfingier due from Europe Aug. 26.
Emp. of Asia due Nagasaki Aug. 13.
Emp. of Japan arrived from Port Said Aug. 2.
Eumaeus due from Europe Sept. 7.
Eurypylus due from Europe Aug. 28.
Ginyo Maru due from U.S.A. Aug. 13.
Haruna Maru due from Shanghai Aug. 8.
Isar due from Europe Sept. 6.
Kamo Maru due from Japan Aug

CHINA NAVIGATION

COMPANY, LIMITED.

Kobe	... NINGPO	... On 7th Aug.	9 a.m.
Shanghai	... "TSINAN"	... On 8th Aug.	5 p.m.
Shanghai	... CHENGDU	... On 8th Aug.	5 p.m.
Amoy, Swatow & Singapore	... "ANTUNG"	... On 10th Aug.	10 a.m.
Hoihow, Pakhoi & Haiphong	... "TEAN"	... On 10th Aug.	10 p.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	... "KUEICHO"	... On 10th Aug.	Noon
Swatow, Shanghai & Tientsin	... "SOOCHOW"	... On 10th Aug.	2 p.m.
Swatow & Bangkok	... "KIANGSU"	... On 10th Aug.	3 p.m.
Shanghai, Newchwang & Dalny	... "YINGCHOW"	... On 11th Aug.	5 p.m.
Swatow, Shanghai & Tientsin	... "SUNNING"	... On 12th Aug.	2 p.m.
Amoy & Shanghai	... "TAIYUAN"	... On 14th Aug.	Daylight
Swatow & Shanghai	... "LINAN"	... On 14th Aug.	3 p.m.
Swatow & Bangkok	... "KAYING"	... On 17th Aug.	3 p.m.
Hoihow, Pakhoi & Haiphong	... "CHENGDU"	... On 21st Aug.	10 a.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	... "HUICHO"	... On 22nd Aug.	Noon

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CHANGTE 15th Aug. 22nd Aug. 25th Aug. 10th Sept.
TAIPING 19th Sept. 26th Sept. 29th Sept. 12th Oct.

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M.S. "Asia" ... 7th August ... 5th Sept.
M.S. "Africa" ... 1st Sept. ... 5th Oct.
M.S. "Malaya" ... 1st Oct. ... 7th Nov.
M.S. "Danmark" ... 31st Oct. ... 10th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

AUGUST 4, 1930.

AUGUST 5, 1930.

AUGUST 4, 1930.														AUGUST 5, 1930.													
STATION	Hour	Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			WAVE (Height)	Hour	Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			WAVE (Height)							
			Inches	Milli.			Dir.	Force	Period				Inches	Milli.			Dir.	Force	Period								
Wladivostok...	12		29.84	757.8	79	...	SE	2	b	6	...		29.82	757.5	74	...	SE	2	o	c							
Nemuro	11		29.75	756.5	...	...	SE	1	...	5	...		29.88	759.0	...	...	...	...	...	...	
Hakodate	"		29.38	759.0	...	...	WNW	1	...	1	...		29.93	760.0	...	...	...	...	...	...	
Tokio	"		29.94	760.5	...	...	S	1	...	"	...		29.96	761.0	...	...	S	1	...	...					
Kochi	"		29.88	759.0	...	...	SW	1	...	"	...		29.94	760.5	...	...	...	...	...	...	
Nagasaki	"		29.82	757.5	...	...	SSE	1	...	"	...		29.86	759.5	...	...	SE	1	...	...					
Kagoshima	"		29.82	757.5	...	...	ESE	1	...	"	...		29.86	759.5	...	...	NE	1	...	...					
Oshima	"		29.74	755.5	...	...	...	0	...	"	...		29.78	756.5	...	...	...	...	...	...	
Naha	"		29.72	755.0	...	...	ENE	1	...	"	...		29.75	755.5	...	...	E	1	...	...					
Ishigakijima	"		29.74	755.5	...	...	NNW	1	...	"	...		29.73	755.0	...	...	NNE	1	...	...					
Bonin Island	"		29.90	759.5	...	...	ESE	1	...	"	...		29.90	759.5	...	...	...	...	...	...	
Chefoo	13		29.59	751.6	81	87	SSE	4	o	6	...		29.65	753.1	75	95	SSW	4	o	c							
Shanghai	14		29.73	755.1	90	69	SE	1	o	...	...		29.73	755.1	77	94	SE	4	o	b					
Gutalaff	"		29.77	756.1	84	87	SE	4	b	...	...		29.79	756.6	78	95	SSE	4	b	b					
Wanchow	"		29.73	755.1	84	84	S	1	b	6	...		29.76	756.0	79	91	...	4	o	b							
Foochow	"		29.74	755.4	88	88	SSE	1	b	7	...		29.81	757.2	80	87	...	1	b	b							
Amoy	"		29.70	754.4	86	73	SSE	2	b	6	...		29.71	754.6	80	87	W	1	b	b							
Swatow	"		29.67	753.6	87	84	S	2	b	5	...		29.69	751.1	79	96	NW	1	b	b							
Taihou	11		29.76	756.0	90	60	W	2	b	...	...		29.74	755.4	75	94	...	0	b	b					
Taihu	"		29.78	756.3	90	...	NNW	2	b	...	...		29.76	756.0	73	...	...	0	b	b			
Tainan	"		29.75	755.7	90	...	NNW	2	b	...	...		29.78	755.1	73	...	...	0	b	b			
Koshu	"		29.75	755.7	85	...	...	0	b	...	...		29.74	755.4	72	...	...	0	b	b	
Pescadores	"		29.74	756.0	86	...	NNW	2	b	...	...		29.73	755.1	77	...	SSW	2	b	b					
Hong Kong	14		29.70	754.4	83	84	E	3	c	6	...		29.72	754.8	78	94	...	0	c	c							
Gap Rock	"		29.72	754.9	83	...	ESE	3	c	...	...		29.73	755.1	83	...	ESE	3	c	c					
Macao	"		29.69	754.2	90	79	SE	2	o	...	...		29.71	754.5	79	92	SSE	2	o	o					
Hoihow	"		29.63	753.6	85	70	SE	1	b	...	...		29.73	755.1	80	87	...	0	b	b					
Pratas Island	"		29.72	754.9	87	77	SE	4	o	6	...		29.78	755.1	79	75	S	6	o	o							
Phulien	15		29.58	751.2	86	75	SSE	4	o	7	...		29.66	753.8	79	75	WNW	2	o	o							
Tourane	"		29.60	751.8	86	...	NE	2	b	...	...		29.67	753.6	77	...	...	2	o	o			
Cape St. James	"		29.74	755.4	79	...	SW	6	o	...	...		29.82	757.3	75	...	NW	2	o	o					
Basco	14		29.68	753.9	90	89	NE	2	b	6	...		...	...	...	...	...	...	...	...
Aparri	"		29.63	753.9	90	86	N	4	o	...	...		...	...	...	...	...	...	...	...
Tuguegarao	"		...	...	...	...	...	...	...	...	...		29.63	753.9	75	93	S	0	b	o
Vigan	"		29.68	753.9	84	74	W	1	o	...	...		29.71	754.5	75	89	S	2	b	o					
Manila	"		29.69	754.2	86	68	SW	4	o	...	...		29.74	755.4	76	96	NNE	1	o	...					
Legaspi	"		29.65	753.0	86	78	W	2	o	...	...		...	...	...	...	...	...	...	...
Calbayog	"		29.63	753.9	89	62	SW	4	o	...	...		29.74	755.4	77	91	WNW	2	o	o					
Tacloban	"		29.66	753.3	85	65	NW	4	o	...	...		29.74	755.1	73	82	NW	2	o	o					
Bohol	"		29.63	754.2	82	84	SW	4	o	...	...		29.76	756.0	81	84	SW	4	o	o					
Cebu	"		29.66	753.3	86	62	S	6	o	...	...		29.75	755.7	81	80	SW	2	o	o					
Surigao	"		...	...	...	...	...	...	...	...	...		29.72	754.8	82	81	WSW	4	o	o
Saipan	11.00		...	...	...	...	...	...	...	...	...		29.51	749.5	76	...	ESE	3	...	...					
Guam	12.22		29.60	751.8	...	...	W	1	o	4.22	...		29.71	754.5	...	...	WSW	4	o	o			
Yap	11.03		29.67	753.6	...	...	W	4	o	5	...		29.75	755.7	80	...	WSW	3	...	...					
Palau	"		...	...	...	...	...	...	...	...	...		...	...	...	...	E	...	...	...				
Raonuan	14		29.80	756.9	90	60	SW	4	b	6	...		29.82	757.4	77	86	...	4	b	b							

August 5d. 10h. 23m.—The depression central over Tongking is not so deep. There is a typhoon to the north of Guam.
There may be a typhoon to the east of Luzon but its position is uncertain.
Manila warning, 4d. 10h. 45m.—Typhoon in Lat. 17° N. Long. 131° E., direction unknown.
Manila warning, 4d. 10h. 45m.—Typhoon in Lat. 11° N. Long. 145° E., direction unknown. Read. 4d. 11h. 25m.
Shanghai warning, 5d. 8h. 00m.—Typhoon of unknown intensity within 120 miles of Lat. 18° N. Long. 130° E., moving W.N.W. Read. 5d. 10h. 18m.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1, 69.39 inches, against an average of 54.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 6.

- 1.—Formosa Channel ... Light, variable winds.
2.—South coast of China between Hong Kong and Lamocke ... S.E. winds, moderate; fair.
3.—Hong Kong to Gap Rock ...
4.—South coast of China between Hong Kong and Hainan ...

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 5.

Previous On Date, On Date

Day at 4 p.m. 10 a.m. 4 p.m.

Barometer ... 29.69 29.77 29.71

Temperature ... 81 84 83

Humidity ... 82 82 81

Wind ... E E E

Direction ... 3 1 3

Force ... 0 0 0

Rain ... 0.00 0.00 0.03

Highest open-air Temperature, 4:83

Lowest open-air Temperature, 5:78

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

To the Publishers
"HONG KONG WEEKLY PRESS"

11, Ice House Street, HONG KONG

Please send me the

"HONG KONG WEEKLY PRESS"

from ... 1930 ...

addressed as follows:—

Subscription Paid in Advance.

\$13.00 per annum for delivery in Hong Kong.

\$16.00 per annum to any part of the world (including postage).

HONG KONG TIDE TABLE.

From August 6 to 12, 1930.

HIGH WATER. LOW WATER.

Days of Week. Date of Month. Hong Kong Standard Time. Height. Days of Week. Date of Month. Hong Kong Standard Time. Height.

Wed. 6 m. 7 3 6.7 m. 0.1 3.7

Thur. 7 m. 7 51 7.0 m. 0.65 3.7

Fri. 8 m. 10 33 4.1 m. 3.18 3.6

Sat. 9 m. 1 58 4.3 m. 3.49 3.6

Sun. 10 m. 9 39 7.3 m. 3.38 3.4

Mon. 11 m. 11 17 4.3 m. 4.21 3.2

Tues. 12 m. 10 40 6.9 m. 4.35 3.0

THE HONG KONG & WHAMPOA DOCK

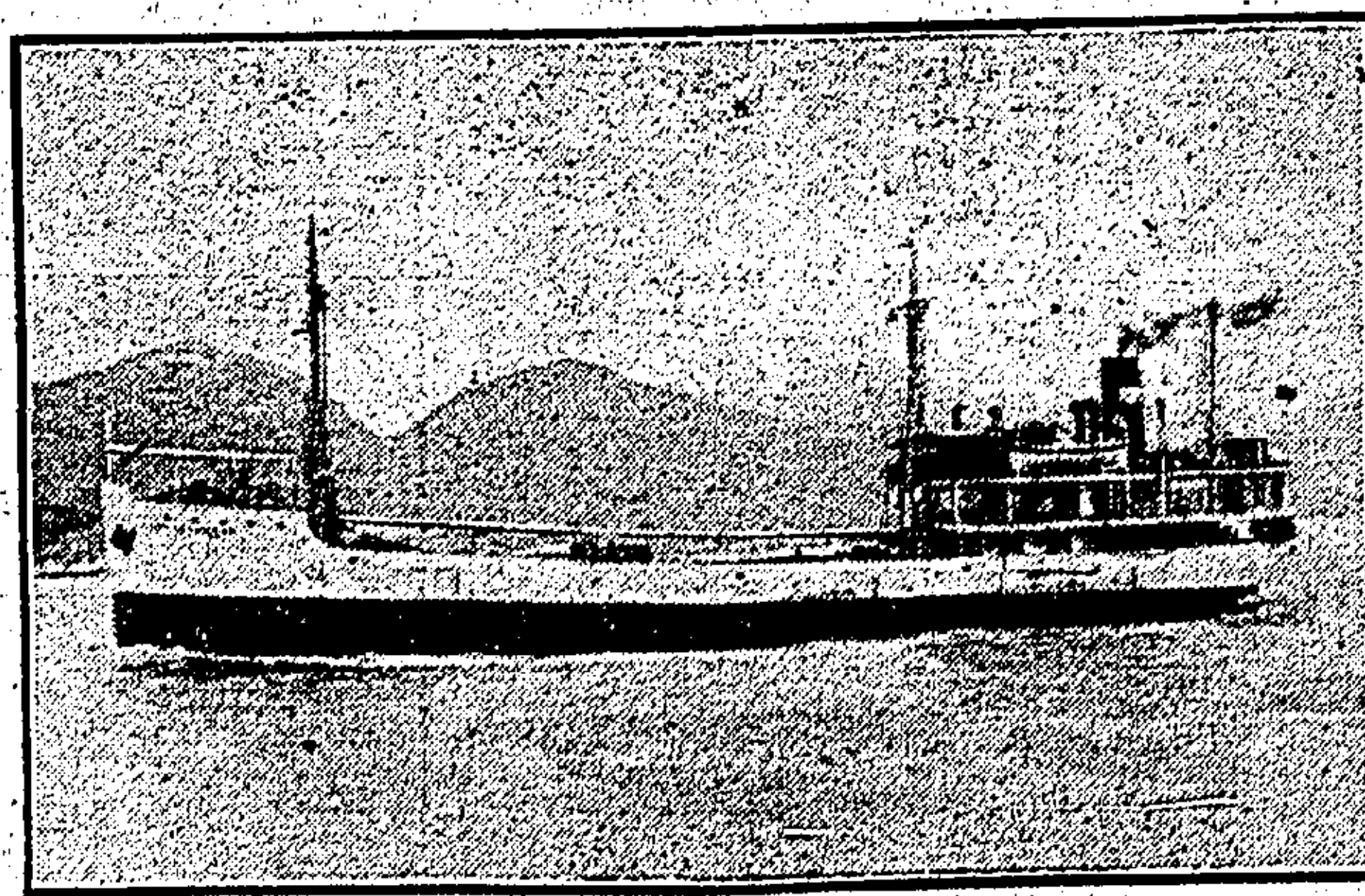
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TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

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